



CITY COUNCIL MEETING AGENDA

City of New Prague

Monday, September 21, 2026 at 6:00 PM

City Hall Council Chambers - 118 Central Ave N

OPTIONAL ONLINE CONNECTION. MEETINGS ARE IN PERSON.

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1. CALL TO ORDER

- a. Pledge of Allegiance

2. APPROVAL OF REGULAR AGENDA

3. CONSENT AGENDA

The following agenda items are considered to be non-controversial and routine in nature. They will be handled with one motion of the City Council. Council members may request that specific items be removed from the Consent Agenda and be acted upon separately.

- [a.](#) Meeting Minutes
 - i. September 8, 2026 City Council Meeting Minutes
 - ii. September 8, 2026, Special City Council Meeting Minutes - Closed
- [b.](#) Claims for Payment: **\$261,644.32**
- [c.](#) Financial Summary Statement
- [d.](#) Appointment of Accountant I

4. GOVERNMENT AGENCY UPDATES

5. PUBLIC FORUM

The public forum is intended to afford the public an opportunity to address comments, questions and concerns with the City Council. Each presenter will have no more than five (5) minutes to speak.

6. PUBLIC HEARING(S) – 6:00 PM

- a. None

7. CITY ENGINEER PROJECTS UPDATE

- [a.](#) September 21, 2026

8. ALTON AVENUE LIFT STATION STUDY PROPOSAL

- [a.](#) Agreement for Professional Services Preliminary Design Report for Alton Lift Station

9. ALTON AVENUE FEASIBILITY STUDY

- [a.](#) Feasibility Study

10. 2026 STREET IMPROVEMENT PROJECT

- [a.](#) SEH Memorandum for Assessment Hearing
- [b.](#) Resolution #CC-26-09-21-01 - Declaring Cost to be Assessed, Ordering Preparation of Proposed Assessment, and Calling for Hearing on Proposed Assessment

11. ORDINANCE(S) FOR INTRODUCTION

- [a.](#) #368 - Additional UDC Amendments Regarding Wind Energy

12. ORDINANCE(S) FOR ADOPTION

- [a.](#) #367 - Amending Multiple Miscellaneous Sections of the Unified Development Code

13. RESOLUTIONS

- [a.](#) #CC-26-09-21-02 - Adopting 2026 Preliminary Property Tax Levy for Taxes Payable in 2027
- [b.](#) #CC-26-09-21-03 - Adopting Conditional Use Permit #C3-2026 - Relocate Garage
- [c.](#) #CC-26-09-21-04 - Adopting Conditional Use Permit #C4-2026 and Interim Use Permit #I1-2026 for Small Engine Repair at 401 Main St. E

14. GENERAL BUSINESS

- [a.](#) Acceptance of the ABDO Long-Range Plan
- [b.](#) Select Managed IT Services Contract

15. MISCELLANEOUS

- [a.](#) Meeting Minutes
 - i. August 12, 2026 EDA Meeting Minutes
 - ii. August 18, 2026 Park Board Meeting Minutes

16. ADJOURNMENT

UPCOMING MEETINGS AND NOTICES:

September 22	6:30 p.m. Golf Board
September 28	3:30 p.m. Utilities Commission
October 5	6:00 p.m. City Council
October 13	6:00 p.m. Park Board
October 14	7:30 a.m. EDA Board
October 19	6:00 p.m. City Council



CITY COUNCIL MEETING MINUTES

City of New Prague

Tuesday, September 08, 2026 at 6:00 PM

City Hall Council Chambers - 118 Central Ave N

1. CALL TO ORDER

The meeting was called to order at 6:10 p.m.

PRESENT

Mayor Charles Nickolay

Councilmember Shawn Ryan

Councilmember Maggie Bass

Councilmember Rik Seiler

Councilmember Bruce Wolf

Staff Present: City Administrator Joshua Tetzlaff, Community Development Director Ken Ondich, Finance Director Robin Pikal, Police Chief Tim Applen and Public Works Director Matt Rynda.

a. Pledge of Allegiance

2. APPROVAL OF REGULAR AGENDA

Motion to approve the regular agenda.

Motion made by Councilmember Bass, Seconded by Councilmember Wolf.

Voting Yea: Mayor Nickolay, Councilmember Ryan, Councilmember Bass, Councilmember Seiler, Councilmember Wolf

Motion carried (5-0)

3. CONSENT AGENDA

Motion to approve the consent agenda.

Motion made by Mayor Nickolay, Seconded by Councilmember Seiler.

Voting Yea: Mayor Nickolay, Councilmember Ryan, Councilmember Bass, Councilmember Seiler, Councilmember Wolf

Motion carried (5-0)

a. Meeting Minutes

i. August 17, 2026 City Council Meeting Minutes

ii. August 17, 2026 Special City Council Meeting Minutes

iii. August 31, 2026 Special City Council Meeting Minutes

b. Claims for Payment: **\$449,670.89**

c. Resolution #CC-26-09-08-01 - Approving an LG230 Off-Site Gambling Application for St. Patrick Athletic Association

d. Large Assembly Permit - Easter Egg Hunt at Southside Park

e. New Prague Schools Homecoming Parade Request

f. LG220 MN Lawful Gambling Application for Exempt Permit for Alpha Women's Center on October 23, 2026, involving a raffle at 2 If By Sea Tactical, 222 2nd Ave. SW

4. GOVERNMENT AGENCY UPDATES

None.

5. PUBLIC FORUM

No speakers present.

6. PUBLIC HEARING(S) – 6:00 PM

- a. Ordinance for Adoption #366 - Vacating Certain Right of Ways in the Plat of the Syndicate Addition to New Prague

Community Development Director Ken Ondich presented the Ordinance for Adoption.

Motion to open the public hearing.

Motion made by Councilmember Wolf, Seconded by Councilmember Seiler.

Voting Yea: Mayor Nickolay, Councilmember Ryan, Councilmember Bass, Councilmember Seiler, Councilmember Wolf

Motion carried (5-0)

No speakers present.

Motion to close the public hearing.

Motion made by Councilmember Bass, Seconded by Councilmember Ryan.

Voting Yea: Mayor Nickolay, Councilmember Ryan, Councilmember Bass, Councilmember Seiler, Councilmember Wolf

Motion carried (5-0)

Motion to approve the second reading and adoption of Ordinance #366 - Vacating Certain Right of Ways in the Plat of the Syndicate Addition to New Prague

Motion made by Mayor Nickolay, Seconded by Councilmember Ryan.

Voting Yea: Mayor Nickolay, Councilmember Ryan, Councilmember Bass, Councilmember Seiler, Councilmember Wolf

Motion carried (5-0)

7. CITY ENGINEER PROJECT UPDATES

- a. Engineer's Project Update

Chris Knutson, City Engineer, presented updates on the 2026 Street Project.

- b. 1st Avenue SE (CSAH 60) Turnback - Preliminary Engineering Report

Chris Knutson, City Engineer, presented the preliminary engineering report for the 1st Ave. SE Turnback and answered any questions.

- c. MS4 Services Proposal

Chris Knutson, City Engineer, presented the MS4 Service Proposal.

Motion to approve the MS4 Services Proposal by SEH.

Motion made by Councilmember Seiler, Seconded by Mayor Nickolay.

Voting Yea: Mayor Nickolay, Councilmember Ryan, Councilmember Bass, Councilmember Seiler, Councilmember Wolf

Motion carried (5-0)

8. CITY HALL RENOVATIONS UPDATE

John McNamara from Wold presented the City Hall Renovations Update.

The consensus by the City Council was to have Wold proceed with Option 1 of the Renovation Plan.

- a. Renovation Options

- b. Renovation Budget

9. ORDINANCE(S) FOR INTRODUCTION

- a. #367 - Amending Multiple Miscellaneous Sections of the Unified Development Code
Community Development Director Ken Ondich presented the Ordinance for Introduction.
Motion to approve the first reading and introduction of Ordinance #367 - Amending Multiple Miscellaneous Sections of the Unified Development Code
Motion made by Mayor Nickolay, Seconded by Councilmember Bass.
Voting Yea: Mayor Nickolay, Councilmember Ryan, Councilmember Bass, Councilmember Seiler, Councilmember Wolf
Motion carried (5-0)

10. ORDINANCE(S) FOR ADOPTION

- a. None

11. RESOLUTIONS

- a. #CC-26-09-08-02 - Officially Establishing the name of Mill Pond Commons
Community Development Director Ken Ondich presented the Resolution to adopt the name of Mill Pond Commons.
Motion to approve Resolution #CC-26-09-08-02 - Officially Establishing the name of Mill Pond Commons
Motion made by Councilmember Bass, Seconded by Councilmember Seiler.
Voting Yea: Mayor Nickolay, Councilmember Ryan, Councilmember Bass, Councilmember Seiler, Councilmember Wolf
Motion carried (5-0)

12. GENERAL BUSINESS

- a. None

13. MISCELLANEOUS

- a. North Memorial Q2 Ambulance Update
b. Meeting Minutes
i. July 22, 2026 Planning Commission Meeting Minutes
ii. July 27, 2026 Utilities Commission Meeting Minutes
iii. July 28, 2026 Golf Board Meeting Minutes
c. Discussion of Items Not on the Agenda

14. ADJOURNMENT

Motion to adjourn the meeting at 7:40 p.m.
Motion made by Mayor Nickolay, Seconded by Councilmember Wolf.
Voting Yea: Mayor Nickolay, Councilmember Ryan, Councilmember Bass, Councilmember Seiler, Councilmember Wolf
Motion carried (5-0)

ATTEST:

Charles L. Nickolay
Mayor

Joshua M. Tetzlaff
City Administrator



SPECIAL CITY COUNCIL MEETING - CLOSED MINUTES

City of New Prague

Tuesday, September 08, 2026 at 5:40 PM

City Hall Council Chambers - 118 Central Ave N

Mayor Nickolay called the Closed meeting to order at 5:40 p.m.

PRESENT

Mayor Charles Nickolay

Councilmember Shawn Ryan

Councilmember Maggie Bass

Councilmember Rik Seiler

Councilmember Bruce Wolf

Staff Present: City Administrator Joshua Tetzlaff and Finance Director Robin Pikal

1. **CLOSED SESSION:** Went into Closed session at 5:40 p.m. to conduct a closed meeting to consider strategy for labor negotiations, including negotiation strategies or developments, or discussion and review of labor negotiation proposals.
2. **ADJOURNMENT**
The meeting was adjourned at 6:00 p.m.

ATTEST:

Charles L. Nickolay
Mayor

Joshua M. Tetzlaff
City Administrator

CITY OF NEW PRAGUE
ACCOUNTS PAYABLE
09/21/2026

Section 3, Item b.

VENDOR	DESCRIPTION	AMOUNT	TOTAL
FUND 101 - GENERAL FUND			
<u>RURAL FIRE - TO BE REIMBURSED</u>			
BEVCOMM	TELEPHONE	\$98.18	
BOUND TREE MEDICAL LLC	MEDICAL SUPPLIES - FIRE	\$174.22	
CENTERPOINT ENERGY	NATURAL GAS	\$43.66	
STAR GROUP LLC.	UTILITY 3 - BATTERY	\$125.00	
TOTAL:			\$441.06
<u>OTHER - TO BE REIMBURSED</u>			
EHLERS	CVF RACING TIF ANALYSIS	\$600.00	
GRAINGER	TRASH BAGS -DOZINKY	\$583.20	
SEH	DEUTSCH - 1ST ST SE EXTENSION	\$1,016.50	
VERIZON WIRELESS	DRS BASEBALL WIFI	\$30.02	
TOTAL:			\$2,229.72
<u>COUNCIL</u>			
AMAZON CAPITAL SERVICES	USB DRIVES	\$38.80	
US BANK EQUIPMENT FINANCE	COPIER LEASE	\$274.98	
VERIZON WIRELESS	TELEPHONE	\$76.82	
TOTAL:			\$390.60
<u>ADMINISTRATION</u>			
ABDO	ACCOUNTANT SUPPORT	\$4,780.87	
BEVCOMM	TELEPHONE	\$70.65	
BOLTON & MENK INC.	SMALL CITIES DEV. PROGRAM	\$628.00	
GREATAMERICA FINANCIAL SERVICES	POSTAGE MACHINE LEASE	\$28.98	
US BANK EQUIPMENT FINANCE	COPIER LEASE	\$295.50	
VERIZON WIRELESS	TELEPHONE	\$49.93	
VETERAN SHREDDING	CONTRACTED SERVICES	\$8.50	
TOTAL:			\$5,862.43
<u>TECH NETWORK</u>			
COMPUTER TECHNOLOGY SOLUTIONS	COMPUTER SUPPORT	\$5,886.87	
COMPUTER TECHNOLOGY SOLUTIONS	OFFICE 365 / FIREWALL	\$3,030.77	
SCOTT COUNTY TREASURER	MAINTENANCE OF FIBER LATERAL	\$475.00	
TOTAL:			\$9,392.64
<u>ELECTIONS</u>			
BEVCOMM	BROADBAND	\$252.38	
TOTAL:			\$252.38
<u>PLANNING</u>			
AMAZON CAPITAL SERVICES	NAME PLATE	\$12.59	
BEVCOMM	TELEPHONE	\$42.99	
GREATAMERICA FINANCIAL SERVICES	POSTAGE MACHINE LEASE	\$14.64	
METRO SALES INC	COPIER LEASE	\$49.50	
US BANK EQUIPMENT FINANCE	COPIER LEASE	\$27.18	
VERIZON WIRELESS	TELEPHONE	\$76.82	
TOTAL:			\$223.72
<u>GOVERNMENT BUILDING</u>			
CENTERPOINT ENERGY	NATURAL GAS	\$59.52	
TOTAL:			\$59.52

CITY OF NEW PRAGUE
ACCOUNTS PAYABLE
09/21/2026

Section 3, Item b.

VENDOR	DESCRIPTION	AMOUNT	TOTAL
<u>POLICE</u>			
AT&T MOBILITY	WIRELESS CELLS	\$594.96	
BEVCOMM	TELEPHONE	\$117.62	
GREATAMERICA FINANCIAL SERVICES	POSTAGE MACHINE LEASE	\$4.10	
IAPE INC	PROPERTY / EVIDENCE MGMT TRAINING	\$360.00	
JEFF BELZER NEW PRAGUE FORD	SQUAD MAINTENANCE	\$565.90	
SONS OF LIBERTY GUN WORKS	RIFLE	\$2,382.00	
STREICHER'S	UNIFORM - GIESEKE	\$43.98	
US BANK EQUIPMENT FINANCE	COPIER LEASE	\$279.14	
VERIZON WIRELESS	SQUAD BROADBAND	\$280.07	
VETERAN SHREDDING	CONTRACTED SERVICES	\$42.50	
WELLS FARGO	DOCUMENT REQUEST 26003119	\$38.00	
TOTAL:			\$4,708.27
<u>FIRE</u>			
BEVCOMM	TELEPHONE	\$98.18	
CENTERPOINT ENERGY	NATURAL GAS	\$169.07	
STAR GROUP LLC.	UTILITY 3 - BATTERY	\$124.99	
BOUND TREE MEDICAL LLC	MEDICAL SUPPLIES - FIRE	\$174.21	
TOTAL:			\$566.45
<u>BUILDING INSPECTOR</u>			
BEVCOMM	TELEPHONE	\$42.99	
GREATAMERICA FINANCIAL SERVICES	POSTAGE MACHINE LEASE	\$2.34	
METRO SALES INC	COPIER LEASE	\$49.50	
VERIZON WIRELESS	TELEPHONE	\$76.82	
TOTAL:			\$171.65
<u>EMERGENCY MANAGEMENT</u>			
FRONTLINE WARNING SYSTEMS	SIREN SERVICE CALL	\$385.00	
TOTAL:			\$385.00
<u>GENERAL FUND - AMBULANCE</u>			
CENTERPOINT ENERGY	NATURAL GAS	\$43.66	
TOTAL:			\$43.66
<u>ANIMAL CONTROL</u>			
MINNESOTA CRITTER GETTER	ANIMAL CONTROL - QTR 4	\$4,200.00	
TOTAL:			\$4,200.00
<u>STREET</u>			
AIRGAS USA LLC	CYLINDER RENTAL	\$6.20	
AMAZON CAPITAL SERVICES	CHAINSAW HELMET	\$26.26	
AMAZON CAPITAL SERVICES	EXTENSION CORD REELS	\$68.08	
BEVCOMM	TELEPHONE	\$90.66	
CENTERPOINT ENERGY	NATURAL GAS	\$65.84	
HAWK ALARM SYSTEMS INC	FIRE ALARM MONITORING - STREETS	\$15.00	
METRO SALES INC	COPIER LEASE	\$49.50	
MINNESOTA RURAL WATER ASSN	C&D WATER EXAM REFRESHER	\$400.00	
NORTH AMERICAN SAFETY INC	GLOVES / RAINSUITS	\$226.95	
US BANK EQUIPMENT FINANCE	COPIER LEASE - STREETS	\$75.00	
VERIZON WIRELESS	TELEPHONE	\$79.37	
WM. MUELLER & SONS INC.	SAND MIX	\$630.63	
TOTAL:			\$1,733.49

CITY OF NEW PRAGUE
ACCOUNTS PAYABLE
09/21/2026

Section 3, Item b.

VENDOR	DESCRIPTION	AMOUNT	TOTAL
<u>PARKS</u>			
BEVCOMM	TELEPHONE	\$35.31	
CENTERPOINT ENERGY	NATURAL GAS	\$36.12	
CUSTOM CLIMATE LLC	A/C SUPPLIES	\$560.00	
GRAINGER	CLEANING SUPPLIES	\$60.76	
HERITAGE LANDSCAPE SUPPLY GROUP	FERTILIZER	\$134.55	
MTI DISTRIBUTING INC	IGNITION SWITCH	\$137.69	
NORTH AMERICAN SAFETY INC	RAINSUITS	\$60.00	
RENT N SAVE PORTABLE SERVICES	PORTABLE RESTROOM	\$805.00	
RIVER COUNTRY COOP	MOTOR FUELS	\$3,474.84	
VERIZON WIRELESS	IPADS	\$10.02	
VERIZON WIRELESS	TELEPHONE	\$122.91	
TOTAL:			\$5,437.20
<u>PARK BOARD</u>			
DAHLEN SIGN COMPANY	MEMORIAL PARK - SIGN	\$9,100.00	
TOTAL:			\$9,100.00
<u>LIBRARY</u>			
CENTERPOINT ENERGY	NATURAL GAS	\$33.33	
CUSTOM CLIMATE LLC	A/C REPAIR	\$1,075.00	
TOTAL:			\$1,108.33
GENERAL FUND TOTAL:			\$46,306.12
<u>FUND 233 - SPECIAL REVENUE - CRIME PREVENTION</u>			
FLOCK GROUP INC	POLE REPLACEMENT	\$500.00	
TOTAL:			\$500.00
<u>FUND 425 - CAPITAL PROJECTS - POLICE STATION</u>			
AIR SCIENCE USA LLC	POLICE ADDITION	\$2,679.00	
HALLBERG ENGINEERING INC	NEW PRAGUE POLICE DEPARTMENT ADDITIOI	\$1,000.00	
MET-CON CONSTRUCTION INC	POLICE STATION	\$38,063.75	
MN DEPARTMENT OF LABOR & INDUSTRY	BOILER INSPECTION	\$25.00	
TOTAL:			\$41,767.75
<u>FUND 426 - CAPITAL PROJECTS - CIP 2026</u>			
EARL F. ANDERSEN	2026 CIP - SIGNS	\$6,601.95	
SEH	CIP 2026	\$39,984.15	
TOTAL:			\$46,586.10
<u>FUND 427 - CAPITAL PROJECTS - CIP 2027</u>			
SEH	CIP 2027 - CSAH 60	\$6,297.30	
			\$6,297.30
<u>FUND 455 - TRUNK SANITARY FEES</u>			
SEH	NE LIFT STATION DESIGN	\$4,574.93	
SEH	NW LIFT STATION DESIGN	\$16,339.49	
TOTAL:			\$20,914.42

CITY OF NEW PRAGUE
ACCOUNTS PAYABLE
09/21/2026

Section 3, Item b.

VENDOR	DESCRIPTION	AMOUNT	TOTAL
<u>FUND 602 - ENTERPRISE - SANITARY SEWER</u>			
ABDO	ACCOUNTANT SUPPORT	\$869.25	
AERZEN USA CORPORATION	AIR FILTER CARTRIDGE	\$2,787.97	
BEVCOMM	TELEPHONE	\$90.66	
BEVCOMM	TELEPHONE/COMMUNICATIONS	\$119.90	
CENTERPOINT ENERGY	NATURAL GAS	\$2,104.92	
COMPUTER TECHNOLOGY SOLUTIONS	COMPUTER SUPPORT	\$1,388.61	
COMPUTER TECHNOLOGY SOLUTIONS	OFFICE 365 / FIREWALL	\$395.27	
DEM-CON COMPANIES LLC	BIOSOLIDS DISPOSAL	\$81.31	
ELECTRIC PUMP	WWTP - LIGHTNING STRIKE	\$2,970.00	
GRAINGER	AIR FILTERS	\$44.16	
GREATAMERICA FINANCIAL SERVICES	POSTAGE MACHINE LEASE	\$0.29	
LEAGUE OF MN CITIES INSURANCE	WORKERS COMP CLAIM- SOUKUP	\$604.07	
MN POLLUTION CONTROL AGENCY	CLASS C - SMITH	\$55.00	
NEON LINK	CREDIT CARD FEES	\$213.82	
PVS TECHNOLOGIES INC	FERRIC CHLORIDE	\$10,494.40	
RIVER COUNTRY COOP	DIESEL GEN #7	\$727.82	
SALTCO	MONTHLY SALT FEE	\$70.00	
STASNEY ELECTRIC	1.5 HP MOTOR	\$1,262.00	
US BANK EQUIPMENT FINANCE	COPIER LEASE - WWTP	\$75.00	
VERIZON WIRELESS	IPADS	\$7.52	
VERIZON WIRELESS	TELEPHONE	\$169.00	
VETERAN SHREDDING	CONTRACTED SERVICES	\$8.50	
TOTAL:			\$24,539.47
<u>FUND 606 - ENTERPRISE - STORM UTILITY</u>			
ABDO	ACCOUNTANT SUPPORT	\$434.63	
NEON LINK	CREDIT CARD FEES	\$25.83	
VERIZON WIRELESS	IPADS	\$7.52	
VERIZON WIRELESS	TELEPHONE	\$5.76	
TOTAL:			\$473.74
<u>TOTAL ACCOUNTS PAYABLE FOR COUNCIL APPROVAL:</u>			\$187,384.90

Vendor Name	Net Invoice Amount
ABDO	
AUDIT SERVICES	\$2,550.00
SEMI-ANNUAL SUPPORT FEES	\$1,910.45
AIRGAS USA LLC	
CYLINDER RENTAL	\$23.25
AMAZON CAPITAL SERVICES	
OFFICE SUPPLIES	\$5.82
BEVCOMM	
TELEPHONE	\$165.76
TELEPHONE/COMMUNICATIONS	\$59.95
BOND AND TRUST SERVICES CORPORATION	
2025B - CIP WATER	\$16,185.00
CASELLE LLC	
SEMI-ANNUAL SUPPORT FEES	\$5,370.35
CENTERPOINT ENERGY	
NATURAL GAS	\$84.72
CITIES DIGITAL INC	
SEMI-ANNUAL SUPPORT FEES	\$5,625.99
COMPUTER TECHNOLOGY SOLUTIONS	
COMPUTER SUPPORT	\$2,105.87
OFFICE 365 / FIREWALL	\$545.15
GOPHER STATE ONE CALL	
LINE LOCATES	\$12.15
GREATAMERICA FINANCIAL SERVICES	
POSTAGE MACHINE LEASE	\$111.80
KENNEDY & GRAVEN CHARTERED	
PFA LITIGATION MATTER	\$144.00
LAKERS NEW PRAGUE SANITARY	
TRASH - ELECTRIC	\$17.49
TRASH - POWER PLANT	\$95.12
TRASH - WATER	\$17.48
METRO SALES INC	
COPIER LEASE	\$49.50
MINNESOTA MUNICIPAL UTILITIES ASSOC	
MMUA CONSORTIUM	\$650.00
MINNESOTA UI	
UNEMPLOYMENT BENEFITS - NOVOTNY	\$504.96
NEON LINK	
ONLINE PAYMENT FEES	\$590.24
NEW PRAGUE UTILITIES	
ELECTRIC UTILITIES	\$2,330.45
SMMPA - NORTH SOFTNER	\$94.60
WATER PUMPING - E	\$9,552.05
WATER PUMPING - W/S/S	\$528.76
WATER UTILITIES	\$783.16
SAFEASSURE CONSULTANTS	
SAFETY TRAINING	\$5,579.13
US BANK CREDIT CARD	
GLOVE & SLEEVE TESTING	\$25.95
MMUA T&O CONFERENCE	\$44.36
OIL SAMPLES	\$6.83
PARADE OF LIGHTS	\$374.64
POSTAGE	\$14.47
VERIZON WIRELESS	
IPADS	\$65.12
TELEPHONE	\$480.13
VETERAN SHREDDING	
CONTRACTED SERVICES	\$17.00
Grand Total	\$56,721.70

Vendor Name	Net Invoice Amount
ABDO	
ACCOUNTANT SUPPORT	\$869.25
ACE HARDWARE & PAINT	
TAPE MEASURE, BATTERIES	\$47.65
PROPANE EXCHANGE	\$108.33
FLEX SEAL , TAPING KNIFES	\$79.06
REDUCER BUSHINGS	\$9.73
BEVCOMM	
TELEPHONE	\$47.60
CLESENS	
2 INCH KNOCK-ONS	\$264.19
BUSHINGS,KNOCK-ONS,ADAPTERS,702 HEAD PARTS	
	\$2,617.49
COMPUTER TECHNOLOGY SOLUTIONS	
COMPUTER SUPPORT	\$1,100.80
OFFICE 365 / FIREWALL	\$433.36
GREATAMERICA FINANCIAL SERVICES	
POSTAGE MACHINE LEASE	\$14.05
HAWK ALARM SYSTEMS INC	
FIRE ALARM MONITORING	\$21.48
MTI DISTRIBUTING INC	
HOC PLATE,BOLTS,SPACERS,BELT,BRACKET	\$104.45
NEW PRAGUE AREA EDUCATION FOUNDATION	
NPHS SCHOLARSHIP PROGRAM	\$3,706.30
PERA	
PERA - GOLF	\$1,492.91
RIVER COUNTRY COOP	
MOTOR FUELS	\$3,900.17
STAR GROUP LLC.	
BATTERY 12 VOLT DEEP CYCLE	\$1,475.03
BATTERY CORE	\$146.31-
HYDRAULIC HOSE	\$491.77
THE TESSMAN COMPANY	
TEE BOTTLES	\$247.45
QUICK SEED II 13 INCH WIDTH	\$314.07
US BANK EQUIPMENT FINANCE	
COPIER RENTAL	\$251.65
VERIZON WIRELESS	
TELEPHONE	\$78.74
VETERAN SHREDDING	
CONTRACTED SERVICES	\$8.50
Grand Total :	<u>\$17,537.72</u>

Unaudited Income Statement
Through July 31, 2026
Percent of year complete: 58.33%

Section 3, Item c.

		Prior Year 2025 Thru 7/31/2025	Actual Thru 7/31/2026	2025/2026 Variance YTD	Current Month 7/31/2026	2026 Adopted Budget	2026 Budget Balance	% Actual compared to Budget
General Fund								
REVENUES								
Property Taxes	*	\$ (2,223,588.21)	\$ (2,384,823.32)	\$ (161,235.11)	\$ -	\$ (4,428,735)	\$ (2,043,912)	53.85%
Local Government Aid	**	\$ (592,684.50)	\$ (594,834.00)	\$ (2,149.50)	\$ (594,834.00)	\$ (1,189,668)	\$ (594,834)	50.00%
Licenses and permits		\$ (329,705.68)	\$ (161,210.65)	\$ 168,495.03	\$ (17,565.89)	\$ (262,735)	\$ (101,524)	61.36%
Intergovernmental		\$ (194,937.49)	\$ (230,134.33)	\$ (35,196.84)	\$ (74,004.44)	\$ (382,552)	\$ (152,418)	60.16%
Charges for services		\$ (672.93)	\$ (132,179.10)	\$ (131,506.17)	\$ (121,230.34)	\$ (129,587)	\$ 2,592	102.00%
Fines		\$ (9,541.91)	\$ (9,336.86)	\$ 205.05	\$ (673.02)	\$ (25,000)	\$ (15,663)	37.35%
Interest Income		\$ (228,178.14)	\$ (181,521.95)	\$ 46,656.19	\$ (17,898.63)	\$ (100,000)	\$ 81,522	181.52%
Miscellaneous revenue		\$ (146,217.09)	\$ (227,342.77)	\$ (81,125.68)	\$ (2,134.92)	\$ (567,619)	\$ (340,276)	40.05%
Transfers In		\$ (23,333.35)	\$ (23,333.31)	\$ 0.04	\$ (3,333.33)	\$ (280,500)	\$ (257,167)	8.32%
TOTAL REVENUES		\$ (3,748,859.30)	\$ (3,944,716.29)	\$ (195,856.99)	\$ (831,674.57)	\$ (7,366,396.00)	\$ (3,421,679.71)	53.55%
* Revenue received in June and December								
** Revenue received in July and December. In 2025 the State did a unique, one time 9.4% partial payment in March.								
EXPENSES								
Council		\$ 44,495.41	\$ 44,661.77	\$ 166.36	\$ 3,994.02	\$ 73,017	\$ 28,355	61.17%
Administration		\$ 312,354.28	\$ 300,964.76	\$ (11,389.52)	\$ 41,787.25	\$ 879,617	\$ 578,652	34.22%
Tech Network		\$ 129,248.56	\$ 105,836.95	\$ (23,411.61)	\$ 13,153.80	\$ 182,421	\$ 76,584	58.02%
Elections		\$ 1,206.99	\$ 88.09	\$ (1,118.90)	\$ 20.10	\$ 20,970	\$ 20,882	0.42%
Assessor		\$ 47,730.00	\$ 49,400.00	\$ 1,670.00	\$ -	\$ 50,000	\$ 600	98.80%
Attorney		\$ 31,187.92	\$ 57,862.74	\$ 26,674.82	\$ 10,038.66	\$ 84,000	\$ 26,137	68.88%
Engineer		\$ 3,905.00	\$ 438.00	\$ (3,467.00)	\$ -	\$ 15,750	\$ 15,312	2.78%
Planning		\$ 239,642.92	\$ 205,530.94	\$ (34,111.98)	\$ 27,941.59	\$ 404,796	\$ 199,265	50.77%
Government Building	***	\$ 114,808.73	\$ 1,774,043.40	\$ 1,659,234.67	\$ 5,770.49	\$ 85,181	\$ (1,688,862)	2082.68%
Police		\$ 1,439,118.95	\$ 1,408,040.12	\$ (31,078.83)	\$ 217,344.10	\$ 2,516,390	\$ 1,108,350	55.95%
Fire		\$ 94,277.55	\$ 77,065.58	\$ (17,211.97)	\$ 2,418.62	\$ 298,892	\$ 221,826	25.78%
Building Inspector		\$ 217,859.81	\$ 201,014.45	\$ (16,845.36)	\$ 26,734.89	\$ 380,392	\$ 179,378	52.84%
Emergency Management		\$ 2,265.78	\$ (46.74)	\$ (2,312.52)	\$ -	\$ 3,841	\$ 3,888	-1.22%
Ambulance		\$ -	\$ 8,689.68	\$ 8,689.68	\$ 1,011.62	\$ 16,402	\$ 7,712	52.98%
Animal Control		\$ 7,800.00	\$ 12,705.95	\$ 4,905.95	\$ 4,200.00	\$ 15,750	\$ 3,044	80.67%
Public Works		\$ 70,981.71	\$ 78,058.49	\$ 7,076.78	\$ 10,526.41	\$ 139,232	\$ 61,174	56.06%
Streets		\$ 449,994.93	\$ 795,495.03	\$ 345,500.10	\$ 98,209.96	\$ 1,074,022	\$ 278,527	74.07%
Street Lights		\$ 35,231.61	\$ 37,644.74	\$ 2,413.13	\$ 3,851.92	\$ 80,384	\$ 42,739	46.83%
Aquatic Center		\$ 13,197.14	\$ 135,990.00	\$ 122,792.86	\$ 135,650.00	\$ 173,475	\$ 37,485	78.39%
Municipal Band		\$ 4,481.65	\$ 5,475.15	\$ 993.50	\$ 10,006.12	\$ 4,575	\$ (900)	119.68%
Parks		\$ 403,379.87	\$ 442,082.09	\$ 38,702.22	\$ 76,205.14	\$ 706,019	\$ 263,937	62.62%
Park Board		\$ 29,210.82	\$ 228.00	\$ (28,982.82)	\$ -	\$ 65,000	\$ 64,772	0.35%
Library		\$ 18,844.71	\$ 20,307.17	\$ 1,462.46	\$ 1,826.37	\$ 36,928	\$ 16,621	54.99%
Unallocated		\$ 32,192.78	\$ 14,907.55	\$ (17,285.23)	\$ 346.50	\$ 59,342	\$ 44,434	25.12%
TOTAL EXPENSES		\$ 3,743,417.12	\$ 5,776,483.91	\$ 2,033,066.79	\$ 691,037.56	\$ 7,366,396.00	\$ 1,589,912.09	78.42%
*** Purchase of future City Hall 1201 1st St NE								
EXCESS REVENUES OVER								
EXPENSES		\$ (5,442.18)	\$ 1,831,767.62	\$ 1,837,209.80	\$ (140,637.01)	\$ -	\$ (1,831,767.62)	

Unaudited Income Statement
Through July 31, 2026
Percent of year complete: 58.33%

Section 3, Item c.

	Prior Year 2025 Thru 7/31/2025	Actual Thru 7/31/2026	2025/2026 Variance YTD	Current Month 7/31/2026	2026 Adopted Budget	2026 Budget Balance	% Actual compared to Budget
EDA							
TOTAL REVENUES	\$ (44,803.35)	\$ (44,747.40)	\$ 55.95	\$ (336.90)	\$ (76,000.00)	\$ (31,253)	58.88%
TOTAL EXPENSES	\$ 28,886.41	\$ 37,652.66	\$ 8,766.25	\$ 4,960.58	\$ 76,000.00	\$ 38,347	49.54%
EXCESS REVENUES OVER EXPENSES	<u>\$ (15,916.94)</u>	<u>\$ (7,094.74)</u>	<u>\$ 8,822.20</u>	<u>\$ 4,623.68</u>	<u>\$ -</u>	<u>\$ 7,094.74</u>	
EDA-INDUSTRIAL							
TOTAL REVENUES	\$ (2,608.77)	\$ (2,232.42)	\$ 376.35	\$ (149.73)	\$ (1,000)	\$ 1,232	223.24%
TOTAL EXPENSES	\$ -	\$ 11,960.14	\$ 11,960.14	\$ -	\$ -	\$ (11,960)	0.00%
EXCESS REVENUES OVER EXPENSES	<u>\$ (2,608.77)</u>	<u>\$ 9,727.72</u>	<u>\$ 12,336.49</u>	<u>\$ (149.73)</u>	<u>\$ (1,000.00)</u>	<u>\$ (10,727.72)</u>	
WATER FUND							
TOTAL REVENUES	\$ (1,263,819.53)	\$ (1,287,093.24)	\$ (23,273.71)	\$ (245,524.77)	\$ (2,274,864.00)	\$ (987,770.76)	56.58%
TOTAL EXPENSES	\$ 1,044,678.45	\$ 1,009,074.61	\$ (35,537.72)	\$ 88,351.43	\$ 1,766,915.00	\$ 757,840.39	57.11%
EXCESS REVENUES OVER EXPENSES	<u>\$ (219,141.08)</u>	<u>\$ (278,018.63)</u>	<u>\$ (58,811.43)</u>	<u>\$ (157,173.34)</u>	<u>\$ (507,949.00)</u>	<u>\$ (229,930.37)</u>	
ELECTRIC FUND							
TOTAL REVENUES	\$ (6,498,224.16)	\$ (6,864,232.10)	\$ (366,007.94)	\$ (1,097,357.50)	\$ (10,691,428.00)	\$ (3,827,195.90)	64.20%
TOTAL EXPENSES	\$ 5,783,948.17	\$ 5,010,217.31	\$ (773,730.86)	\$ 184,275.39	\$ 9,672,581.00	\$ 4,662,363.69	51.80%
EXCESS REVENUES OVER EXPENSES	<u>\$ (714,275.99)</u>	<u>\$ (1,854,014.79)</u>	<u>\$ (1,139,738.80)</u>	<u>\$ (913,082.11)</u>	<u>\$ (1,018,847.00)</u>	<u>\$ 835,167.79</u>	

Unaudited Income Statement
Through July 31, 2026
Percent of year complete: 58.33%

Section 3, Item c.

	Prior Year 2025 Thru 7/31/2025	Actual Thru 7/31/2026	2025/2026 Variance YTD	Current Month 7/31/2026	2026 Adopted Budget	2026 Budget Balance	% Actual compared to Budget
SANITARY SEWER							
TOTAL REVENUES	\$ (2,725,168.69)	\$ (2,361,985.96)	\$ 363,182.73	\$ (321,705.32)	\$ (3,954,365.00)	\$ (1,592,379.04)	59.73%
TOTAL EXPENSES	\$ 2,442,135.36	\$ 2,824,473.83	\$ 382,338.47	\$ 626,129.94	\$ 4,371,342.00	\$ 1,546,868.17	64.61%
EXCESS REVENUES OVER EXPENSES	<u>\$ (283,033.33)</u>	<u>\$ 462,487.87</u>	<u>\$ 745,521.20</u>	<u>\$ 304,424.62</u>	<u>\$ 416,977.00</u>	<u>\$ (45,510.87)</u>	
GOLF							
TOTAL REVENUES	\$ (1,106,502.98)	\$ (1,078,400.34)	\$ 28,102.64	\$ (188,612.78)	\$ (1,585,994.00)	\$ (507,593.66)	68.00%
TOTAL EXPENSES	\$ 931,411.63	\$ 975,395.73	\$ 43,984.10	\$ 151,510.52	\$ 1,624,148.00	\$ 648,752.27	60.06%
EXCESS REVENUES OVER EXPENSES	<u>\$ (175,091.35)</u>	<u>\$ (103,004.61)</u>	<u>\$ 72,086.74</u>	<u>\$ (37,102.26)</u>	<u>\$ 38,154.00</u>	<u>\$ 141,158.61</u>	
STORM SEWER							
TOTAL REVENUES	\$ (278,265.13)	\$ (284,293.64)	\$ (6,028.51)	\$ (39,149.70)	\$ (456,619.00)	\$ (172,325.36)	62.26%
TOTAL EXPENSES	\$ 305,040.87	\$ 332,851.57	\$ 27,810.70	\$ 32,552.05	\$ 510,568.00	\$ 177,716.43	65.19%
EXCESS REVENUES OVER EXPENSES	<u>\$ 26,775.74</u>	<u>\$ 48,557.93</u>	<u>\$ 21,782.19</u>	<u>\$ (6,597.65)</u>	<u>\$ 53,949.00</u>	<u>\$ 5,391.07</u>	

CITY OF NEW PRAGUE

BALANCE SHEET

JULY 31, 2026

GENERAL FUND

ASSETS

101-10101	CLAIM ON CASH	(	605,362.90)	
101-10125	4M		5,680,925.28	
101-10201	PETTY CASH POLICE DEPT		100.00	
101-10450	INT. RECEIVABLE - INVESTMENTS		156,215.28	
101-10700	TAXES RECEIVABLE-DELINQUENT		39,924.51	
101-11500	ACCOUNTS RECEIVABLE		227,234.79	
101-11501	ACCOUNTS RECEIVABLE - FLEX	(	11,360.42)	
101-11521	BUSINESS LICENSE AR		50.00	
101-11531	BANK CLEARING ACCT		70,856.57	
101-11535	CLEARING ACCOUNT - RURAL FIRE		3,063.21	
101-11536	CLEARING ACCOUNT-GENERAL		10,845.10	
101-11537	MISC PROPERTY MAINT		4,000.00	
101-12100	SPECIAL ASSESS. REC.-CURRENT		406.98	
101-12200	SPECIAL ASSESS. REC.-DELINQUENT		3,496.21	
101-13109	DUE FROM RETIREE/COBRA		30.60	
101-15501	PREPAID OTHER	(	1,629.12)	
TOTAL ASSETS				<u>5,578,796.09</u>

LIABILITIES AND EQUITYLIABILITIES

101-20210	ACCOUNTS PAYABLE		272,790.67	
101-20800	DUE TO OTHER GOVERNMENTS		896.72	
101-20801	STATE SALES TAX		253.93	
101-20802	SC TRANSIT TAX		13.55	
101-20803	LS TRANSIT TAX		13.58	
101-21600	ACCRUED WAGES		1,627.83	
101-21701	ACCRUED FED-FICA/MED TAX	(	18.75)	
101-21703	ACCRUED PFMLA		14.26	
101-21706	INSURANCE PAYABLE	(	17,319.97)	
101-21709	CHILD SUPPORT		1,810.16	
101-21711	ACCRUED PAYROLL INS DEDUCT	(	138.43)	
101-21714	ACCRUED POLICE DUES		1,490.00	
101-21716	HSA EMPLOYEE AMOUNTS		14,876.78	
101-21800	ESCROW - BLDG PERMITS		51,423.00	
101-22200	DEFERRED REVENUE		1,280.10	
101-22202	DEFERRED REVENUE - ASSMNTS		4,178.11	
101-22206	DEFERRED REVENUE - AR		25.21	
101-22207	DEFERRED REVENUE - BP		29,233.15	
101-22210	DEFERRED REVENUE - TAXES		39,924.51	
TOTAL LIABILITIES				402,374.41

FUND EQUITY

101-25311	COMMITTED: ATHLETIC FIELD		143,987.00	
101-25312	ASSIGNED: RENOV/REPL PUB FAC		1,653,279.00	
101-25313	ASSIGNED: ACQ OF EQUIP & VEHIC		413,120.00	
101-25315	DESIGNATED WORKING CAPITAL		100,000.00	
101-25999	COMMITTED: EMERG/DIASTER		100,000.00	

CITY OF NEW PRAGUE
BALANCE SHEET
JULY 31, 2026

GENERAL FUND

UNAPPROPRIATED FUND BALANCE:			
101-25300	UNDESIGNATED: FUND BALANCE	4,602,334.27	
	REVENUE OVER EXPENDITURES - YTD	(1,836,298.59)	
BALANCE - CURRENT DATE		2,766,035.68	
TOTAL FUND EQUITY			5,176,421.68
TOTAL LIABILITIES AND EQUITY			5,578,796.09

CITY OF NEW PRAGUE
BALANCE SHEET
JULY 31, 2026

WWTP

ASSETS		
602-10101	CLAIM ON CASH	(20,295.09)
602-10106	DESIGNATED FOR MEMB REPLACEMEN	1,020,000.00
602-10125	MONEY MARKET-4M	7,470,715.70
602-10126	MONEY MARKET-4M 2024 BOND	100,204.47
602-11710	CUSTOMER ACCOUNTS RECEIVABLE	276,211.44
602-12200	SPECIAL ASSESS. REC.-DELINQUEN	(131.38)
602-12300	SPECIAL ASSESS. REC.-DEFFERED	586,913.59
602-15696	DEFERRED OUTFLOW - OPEB	1,271.00
602-15699	GERF DEFERRED OUTFLOWS	51,482.00
602-16100	LAND	56,980.00
602-16200	BUILDINGS	27,901,616.61
602-16210	ACCUM. DEPRECIATION-BUILDINGS	(13,378,465.40)
602-16300	INFRASTRUCTURE	8,595,361.68
602-16310	ACCUMULATED DEPRECIATION - INF	(3,410,051.79)
602-16400	EQUIPMENT	14,376,253.42
602-16410	ACCUMULATED DEPRECIATION - EQU	(9,950,250.21)
602-16420	OFFICE EQUIPMENT	45,626.35
602-16500	CONSTRUCTION-IN-PROGRESS	(3,980.18)
602-16504	SCADA UPGRADE	174,051.83
602-16505	LIFT STATION REHAB/PUMP REPLAC	64,595.00
602-16508	CIP 2025	627,556.26
TOTAL ASSETS		34,585,665.30
LIABILITIES AND EQUITY		
LIABILITIES		
602-20210	ACCOUNTS PAYABLE	1,756,156.04
602-20610	CP RETAINAGE PERCENTAGE	437.91
602-21500	ACCRUED INTEREST	314,033.06
602-21650	ACCRUED WAGES-VAC & COMP	62,757.40
602-21717	OPEB LIABILITY	20,070.00
602-22000	DEPOSITS	52,531.91
602-22296	OPEB DEFERRED INFLOW	9,094.00
602-22299	GERF DEFERRED INFLOWS	133,710.00
602-22500	BOND PAYABLE - CUR PORT	(.55)
602-23100	BONDS PAYABLE	2,625,208.78
602-23101	PFA BOND PAYABLE	19,654,000.00
602-23400	BOND PREMIUM	261,480.07
602-23999	GERF PENSION LIABILITY	182,866.00
TOTAL LIABILITIES		25,072,344.62
FUND EQUITY		
602-25999	PRIOR PERIOD ADJUSTMENT	(651,969.00)
602-27200	FUND BALANCE-UNDESIGNATED	5,565,947.85
UNAPPROPRIATED FUND BALANCE:		
602-25300	FUND BALANCE-UNDESIGNATED	5,061,829.70
	REVENUE OVER EXPENDITURES - YTD	(462,487.87)
BALANCE - CURRENT DATE		4,599,341.83

CITY OF NEW PRAGUE
BALANCE SHEET
JULY 31, 2026

WWTP

TOTAL FUND EQUITY		9,513,320.68
TOTAL LIABILITIES AND EQUITY		34,585,665.30

CITY OF NEW PRAGUE

BALANCE SHEET

JULY 31, 2026

GOLF COURSE

ASSETS		
603-10101	CLAIM ON CASH	(461,014.82)
603-10125	MONEY MARKET-4M	362,693.17
603-10126	MONEY MARKET-4M 2024 BOND	23,326.01
603-10200	PETTY CASH	2,000.00
603-11500	ACCOUNTS RECEIVABLE - GOLF A/R	5,575.94
603-11530	CLEARING ACCOUNT	52.12
603-14100	MATERIAL INVENTORY	191,187.70
603-15696	DEFERRED OUTFLOW - OPEB	409.00
603-15699	GERF DEFERRED OUTFLOWS	32,270.00
603-16150	OTHER IMPROVEMENTS (LAND)	910,289.85
603-16160	ACCUMULATED DEPR - OTHER IMPRO	(907,508.42)
603-16200	BUILDINGS	1,106,686.15
603-16210	ACCUM. DEPRECIATION-BUILDINGS	(717,980.23)
603-16400	EQUIPMENT	2,010,030.81
603-16410	ACCUMULATED DEPRECIATION - EQU	(1,161,203.14)
TOTAL ASSETS		1,396,814.14
LIABILITIES AND EQUITY		
LIABILITIES		
603-20200	ACCOUNTS PAYABLE	(4,323.26)
603-20210	ACCOUNTS PAYABLE	61,342.79
603-21500	ACCRUED INTEREST	8,847.45
603-21650	ACCRUED WAGES-VAC & COMP	18,812.10
603-21717	OPEB LIABILITY	6,461.00
603-22000	DEPOSITS	104,292.99
603-22001	DESIGNATED - JR GOLF FUND	23,472.57
603-22004	DESIGNATED- GOLF MAINT. FUND	648.12
603-22201	DEFERRED REVENUE-MEMBERSHIP DU	5,025.00
603-22202	DEFERRED REVENUE LEAGUE	1,070.00
603-22203	DEFERRED REVENUE-RENTALS	90.00
603-22207	DEFERRED REVENUE-PRIVATE CART	850.00
603-22211	DEFERRED REVENUE-GIFT CERTIFIC	24,514.49
603-22213	DEFERRED REVENUE-MEMBER CREDIT	21,543.33
603-22296	OPEB DEFERRED INFLOW	2,928.00
603-22299	DEFERRED (GERF) INFLOW	92,731.00
603-22500	BOND PAYABLE - CUR PORT	(125,000.00)
603-23110	BOND PAYABLE-2022 EQUIPMENT	90,000.00
603-23111	BOND PAYABLE-2024 EQUIPMENT	145,000.00
603-23112	BOND PAYABLE-2025 EQUIPMENT	100,000.00
603-23400	BOND PREMIUM	28,243.62
603-23999	GERF PENSION LIABILITY	99,987.00
TOTAL LIABILITIES		706,536.20
FUND EQUITY		
603-25999	PRIOR PERIOD ADJUSTMENT	(117,578.00)

CITY OF NEW PRAGUE
BALANCE SHEET
JULY 31, 2026

GOLF COURSE

UNAPPROPRIATED FUND BALANCE:			
603-25300	FUND BALANCE-UNDESIGNATED	704,851.33	
	REVENUE OVER EXPENDITURES - YTD	103,004.61	
	BALANCE - CURRENT DATE	807,855.94	
	TOTAL FUND EQUITY		690,277.94
	TOTAL LIABILITIES AND EQUITY		1,396,814.14

CITY OF NEW PRAGUE
BALANCE SHEET
JULY 31, 2026

WATER

ASSETS		
604-10101	CLAIM ON CASH	399,138.33
604-10125	MONEY MARKET-4M	1,328,785.13
604-10126	MONEY MARKET-4M 2024 BOND	110,922.93
604-10406	F.I.S.T. INVESTMENTS	926,224.40
604-10407	INVEST ALLOW-UNREALIZED LOS	(11,283.04)
604-11500	ACCOUNTS RECEIVABLE	1,888.01
604-11502	ACCOUNTS RECEIVABLE - NSF	660.06
604-11525	ACCRUED REVENUE	185,698.87
604-11710	CUSTOMER ACCOUNTS RECEIVABL	199,530.50
604-12100	SPECIAL ASSESS. REC.-CURRENT	(165.70)
604-12200	SPECIAL ASSESS. REC.-DELINQUENT	(585.72)
604-12300	SPECIAL ASSESS. REC.-DEFFERED	910,835.40
604-14100	MATERIAL INVENTORY	120,461.82
604-15696	DEFERRED OUTFLOW - OPEB	1,145.00
604-15699	GERF DEFERRED OUTFLOWS	37,254.00
604-16100	LAND	79,519.50
604-16200	BUILDINGS	2,460,581.29
604-16201	WELLS, PUMPS & PUMP HOUSE	2,286,390.96
604-16202	WATER TREATMENT	68,116.88
604-16203	WATER TREATMENT EQUIPMENT	1,259,836.19
604-16211	ACCUM DEPR-PRODUCTION PLANT	(4,634,890.32)
604-16301	ELEVATED TOWER	1,988,569.68
604-16303	RESERVOIR	732,530.15
604-16304	DISTRIBUTION TO SYSTEM	8,099,391.30
604-16305	PRU VALVES	902.95
604-16306	MAIN STREET TREATMENT UPGRADE	215,848.13
604-16308	WATER METERS	1,134,853.29
604-16311	ACCUM DEPR.-TRANS-DISTRIBUTI	(5,248,419.04)
604-16312	ACCUM. DEPR-GENERAL PLANT	(310,800.88)
604-16314	SCADA	351,945.74
604-16401	BLDG IMPROVEMENT OFFICE	5,533.95
604-16402	DEFERRED MAINTENANCE CHARGE	24,794.02
604-16403	OFFICE FUNITURE & FIXTURES	38,110.79
604-16404	TRANSPORTATION/EQUIPMENT	264,699.45
604-16405	MISCELLANEOUS EQUIPMENT	39,308.45
604-16406	SHOP EQUIPMENT	1,417.62
604-16511	CIP 2024	(.28)
604-16512	CIP 2025	830,843.65
604-16705	LEAD SERVICE LINE REPLACEMENT	227,812.84
604-16706	FILTER PLANT #3 REHAB	786,734.83
604-16707	FILTER PLANT #1	6,730.00
TOTAL ASSETS		14,920,871.13
LIABILITIES AND EQUITY		

CITY OF NEW PRAGUE
BALANCE SHEET
JULY 31, 2026

WATER

<u>LIABILITIES</u>		
604-20210	ACCOUNTS PAYABLE	36,420.40
604-20610	CIP RETAINAGE	328.67
604-21503	ACCRUED INTEREST	60,254.59
604-21650	ACCRUED WAGES-VAC & COMP	63,491.10
604-21712	DUE WATER TESTING PROGRAM	5,088.55
604-21717	OPEB LIABILITY	18,086.00
604-22000	DEPOSITS	28,479.13
604-22296	OPEB DEFERRED INFLOW	8,196.00
604-22299	DEFERRED (GERF) INFLOW	99,508.00
604-22500	BOND PAYABLE - CUR PORT	39,999.97
604-23400	BOND PREMIUM	391,293.84
604-23511	2011 CIP	15,321.00
604-23517	CIP 2014	40,000.00
604-23518	2020A - REFUNDING	116,569.44
604-23519	CIP 2020-2021	1,190,000.00
604-23520	2021 UTILITY BUILDING	365,000.00
604-23521	CIP 2022	225,000.00
604-23522	CIP 2023	415,000.00
604-23523	CIP 2024	780,000.00
604-23524	CIP 2025	485,000.00
604-23999	GERF PENSION LIABILITY	151,305.00
TOTAL LIABILITIES		4,534,341.69
<u>FUND EQUITY</u>		
604-25999	PRIOR PERIOD ADJUSTMENT	(274,691.48)
604-26730	RESERVED FOR INVESTMENT AL	(.40)
604-27200	FUND BALANCE-UNDESIGNATED	9,137,638.97
604-28000	INVESTED IN UTILITY PLANT	1,287,688.93
UNAPPROPRIATED FUND BALANCE: REVENUE OVER EXPENDITURES - YTD		235,893.42
BALANCE - CURRENT DATE		235,893.42
TOTAL FUND EQUITY		10,386,529.44
TOTAL LIABILITIES AND EQUITY		14,920,871.13

CITY OF NEW PRAGUE

BALANCE SHEET

JULY 31, 2026

ELECTRIC

ASSETS

605-10101	CLAIM ON CASH	2,685,746.95
605-10125	MONEY MARKET-4M	1,666,383.72
605-10200	PETTY CASH	300.00
605-10406	F.I.S.T. INVESTMENT	2,636,177.12
605-10407	INVEST ALLOW-UNREALIZED LOS	(32,113.28)
605-11500	ACCOUNTS RECEIVABLE	43,576.00
605-11502	ACCOUNTS RECEIVABLE - NSF	5,478.06
605-11510	ACCOUNTS RECEIVABLE - SMMPA	63,021.00
605-11525	ACCRUED REVENUE	839,332.10
605-11530	CLEARING ACCOUNT	36.49
605-11600	ALLOWANCE DOUBTFUL ACC'T	(.05)
605-11710	CUSTOMER ACCOUNTS RECEIVABL	851,783.80
605-12100	SPECIAL ASSESS. REC.-CURRENT	(726.53)
605-14100	MATERIAL INVENTORY	935,484.06
605-15501	PREPAID OTHER	1,495.13
605-15696	DEFERRED OUTFLOW - OPEB	2,213.00
605-15699	GERF DEFERRED OUTFLOWS	111,483.00
605-16100	LAND	41,647.88
605-16205	STRUCTURE & IMPROV. BLDGS	3,831,057.75
605-16206	GENERATORS	5,527,533.57
605-16211	ACCUM DEPR-PRODUCTION PLANT	(6,966,885.84)
605-16301	TRANSMISSION STATION EQUIPMENT	601,832.72
605-16302	TRANSMISSION POLES & CONDUCTOR	87,734.24
605-16303	DISTRIBUTION STATION EQUIPMENT	832,233.96
605-16304	POLES-TOWERS-FIXTURES	204,140.34
605-16305	OVERHEAD CONDUCTORS-DEVICES	679,804.58
605-16306	UNDERGROUND CONDUCTORS-DEVICE	6,480,524.46
605-16307	LINE TRANSFORMERS	2,264,587.77
605-16308	SERVICES	548,524.77
605-16309	ELECTRIC METERS	1,106,562.06
605-16310	FIBER OPTIC	99,427.98
605-16311	ACCUM DEPR.-TRANS-DISTRIBUTI	(8,883,556.02)
605-16312	ACCUM DEPR - GEN PLANT	(1,895,751.68)
605-16313	LOAD MANAGEMENT	104,472.67
605-16314	SCADA	123,864.82
605-16315	STREET LIGHTS	1,805,577.11
605-16316	STRUCTURE & IMPROVEMENTS E	224,058.67
605-16403	TOOLS & WORK EQUIPMENT	237,583.03
605-16404	TRANSPORTATION/EQUIPMENT	2,074,659.98
605-16405	MISCELLANEOUS EQUIPMENT	97,109.01
605-16406	SHOP EQUIPMENT	56,994.23
605-16420	OFFICE EQUIPMENT	104,737.20
605-16505	JOB #1 (METER) LOAD CONTROL	(9,041.53)
605-16510	JOB #2 (URD) GIS MAPPING	47,332.82
605-16512	JOB #2 (SERV) GIS MAPPING	3,029.13
605-16514	JOB #2 (S.L.) GIS MAPPING	586.08
605-16516	JOB #3 (POLE) 10TH AVE SE	759.92
605-16517	JOB #3 (OH) 10TH AVE SE	8,669.68
605-16518	JOB #3 (URD) 10TH AVE SE	13,463.58
605-16519	JOB #3 (TRANS) 10TH AVE SE	866.56
605-16520	JOB #3 (SERV) 10TH AVE SE	539.41
605-16522	JOB #3 (S.L.) 10TH AVE SE	28,348.33
605-16542	JOB #6 (URD) FEEDER #4 & #6	20,177.31
605-16543	JOB #6 (TRANS) FEEDER #4 & #6	359.80
605-16549	JOB #7 (OH) FEEDER #8	386.54
605-16550	JOB #7 (URD) FEEDER #8	241,118.89
605-16551	JOB #7 (TRAN) FEEDER #8	40,671.81
605-16552	JOB #7 (SERV) FEEDER #8	17,277.47

CITY OF NEW PRAGUE
BALANCE SHEET
JULY 31, 2026

ELECTRIC

605-16553	JOB #7 (MTR) FEEDER #8	196.48	
605-16555	JOB #7 (FBR) FEEDER #8	3,045.57	
605-16558	JOB #8 (URD) INDUSTRIAL PARK	436.90	
605-16565	JOB #9 (OH) FUTURE GENERATION	.32	
605-16566	JOB #9 (URD) FUTURE GENERATION	250,197.83	
605-16567	JOB #9 (TRANS) FUTURE GENERATI	470.05	
605-16568	JOB #9 (SERV) FUTURE GENERATIO	3,271,339.01	
605-16570	JOB #9 (S.L.) FUTURE GENERATIO	191.36	
605-16605	JOB #14 (OH) POLICE STATION	171.08	
605-16606	JOB #14 (URD) POLICE STATION	10,420.16	
605-16607	JOB #14 (TRANS) POLICE STATION	30,938.82	
605-16608	JOB #14 (SERV) POLICE STATION	498.05	
605-16609	JOB #14 (METER) POLICE STATION	837.21	
605-16614	JOB #15 (URD) POLICE STATION	322.36	
605-16615	JOB #15 (TRANS) POLICE STATION	114.48	
605-16616	JOB #15 (SERV) POLICE STATION	214.50	
605-16622	JOB #16 (URD) GREAT RIVER ENER	228.52	
605-16623	JOB #16 (TRANS) GREAT RIVER EN	189.19	
	TOTAL ASSETS		23,182,503.52
	<u>LIABILITIES AND EQUITY</u>		
	<u>LIABILITIES</u>		
605-20202	AP REFUSE	(.08)	
605-20204	AP OTHER	126,041.96	
605-20210	ACCOUNTS PAYABLE	93,754.09	
605-21650	ACCRUED WAGES-VAC & COMP	235,655.13	
605-21717	OPEB LIABILITY	34,955.00	
605-22000	DEPOSITS	109,274.07	
605-22001	ENERGY ASSISTANCE CONTRACTS	1,325.41	
605-22022	HOLDING FUNDS-DEPOSITS	950.00	
605-22296	OPEB DEFERRED INFLOW	15,839.00	
605-22299	DEFERRED (GERF) INFLOW	297,774.00	
605-23999	GERF PENSION LIABILITY	452,774.00	
	TOTAL LIABILITIES		1,368,342.58
	<u>FUND EQUITY</u>		
605-25999	PRIOR PERIOD ADJUSTMENT	(890,763.35)	
605-26300	CONTRIBUTED CAPITAL	(.19)	
605-26720	RESERVED FOR BONDS	321,700.00	
605-27200	FUND BALANCE-UNDESIGNATED	16,166,440.35	
605-28000	INVESTED IN UTILITY PLANT	4,423,834.26	
	UNAPPROPRIATED FUND BALANCE:		
	REVENUE OVER EXPENDITURES - YTD	1,792,949.87	
	BALANCE - CURRENT DATE	1,792,949.87	
	TOTAL FUND EQUITY		21,814,160.94
	TOTAL LIABILITIES AND EQUITY		23,182,503.52

CITY OF NEW PRAGUE
BALANCE SHEET
JULY 31, 2026

STORM WATER UTILITY

ASSETS			
606-10101	CLAIM ON CASH	276,001.04	
606-10125	MONEY MARKET-4M	1,174,013.72	
606-10126	MONEY MARKET-4M 2024 BOND	59,342.52	
606-11710	CUSTOMER ACCOUNTS RECEIVABLE	32,552.15	
606-12100	SPECIAL ASSESSMENTS-CUR	(78.21)	
606-15696	DEFERRED OUTFLOW - OPEB	158.00	
606-15699	GERF DEFERRED OUTFLOWS	7,149.00	
606-16300	INFRASTRUCTURE	8,777,601.02	
606-16310	ACCUMULATED DEPRECIATION - INF	(4,725,230.93)	
606-16400	EQUIPMENT	29,792.87	
606-16410	ACC. DEP. - EQUIPMENT	(26,779.19)	
606-16423	CIP 2025	527,690.08	
TOTAL ASSETS			6,132,212.07
LIABILITIES AND EQUITY			
LIABILITIES			
606-20210	ACCOUNTS PAYABLE	175.22	
606-20610	CP RETAINAGE PERCENTAGE	244.79	
606-21500	ACCRUED INTEREST	37,426.92	
606-21717	OPEB LIABILITY	2,474.00	
606-22296	OPEB DEFERRED INFLOW	1,120.00	
606-22299	GERF DEFERRED INFLOWS	18,567.00	
606-22500	BOND PAYABLE - CUR PORT	8,084.04	
606-23100	BONDS PAYABLE	1,842,595.34	
606-23400	BOND PREMIUM	180,104.04	
606-23999	GERF PENSION LIABILITY	25,394.00	
TOTAL LIABILITIES			2,116,185.35
FUND EQUITY			
606-25999	PRIOR PERIOD ADJUSTMENT	(36,253.00)	
UNAPPROPRIATED FUND BALANCE:			
606-25300	FUND BALANCE-UNDESIGNATED	4,100,837.65	
	REVENUE OVER EXPENDITURES - YTD	(48,557.93)	
BALANCE - CURRENT DATE		4,052,279.72	
TOTAL FUND EQUITY			4,016,026.72
TOTAL LIABILITIES AND EQUITY			6,132,212.07

CITY OF NEW PRAGUE
BALANCE SHEET
JULY 31, 2026

EDA

ASSETS			
680-10101	CLAIM ON CASH	225,449.49	
680-10125	MONEY MARKET-4M	279,096.65	
TOTAL ASSETS			504,546.14
LIABILITIES AND EQUITY			
LIABILITIES			
680-20210	ACCOUNTS PAYABLE	23.85	
TOTAL LIABILITIES			23.85
FUND EQUITY			
680-27200	FUND BALANCE-UNDESIGNATED	602,744.97	
UNAPPROPRIATED FUND BALANCE:			
680-25300	FUND BALANCE-UNDESIGNATED	(105,317.42)	
	REVENUE OVER EXPENDITURES - YTD	7,094.74	
BALANCE - CURRENT DATE		(98,222.68)	
TOTAL FUND EQUITY			504,522.29
TOTAL LIABILITIES AND EQUITY			504,546.14

CITY OF NEW PRAGUE
BALANCE SHEET
JULY 31, 2026

EDA-INDUSTRIAL PARK

ASSETS			
681-10101	CLAIM ON CASH	648,387.98	
681-10125	MONEY MARKET-4M	123,353.07	
681-16100	LAND	(62,549.92)	
TOTAL ASSETS			709,191.13
LIABILITIES AND EQUITY			
LIABILITIES			
681-20210	ACCOUNTS PAYABLE	690.00	
TOTAL LIABILITIES			690.00
FUND EQUITY			
UNAPPROPRIATED FUND BALANCE:			
681-25300	FUND BALANCE	718,228.85	
	REVENUE OVER EXPENDITURES - YTD	(9,727.72)	
BALANCE - CURRENT DATE		708,501.13	
TOTAL FUND EQUITY			708,501.13
TOTAL LIABILITIES AND EQUITY			709,191.13



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: ROBIN PIKAL, FINANCE DIRECTOR
SUBJECT: APPOINTMENT OF PRESLEY WALKER NELSON FOR ACCOUNTANT I POSITION
DATE: SEPTEMBER 15TH, 2026

On August 5th, 2026 the Accountant I or II position was posted to fill a vacancy. We had many applicants and interviewed seven candidates, which included two candidates through Robert Half staffing agency. After the interview process, staff recommends hiring Presley Walker Nelson for the Accountant I position.

Presley is currently employed at RE/MAX Results as an Accounting Manager, she has been employed there since 2010. As an Accounting Manager Presley is responsible for reconciling sales volume, commissions and transactions for the CEO and executive team. She processes 1099's and completes various reports and analysis.

Presley's previous pertinent experience includes processing payroll, preparing financial statements and year-end audit reports. With Presley's exposure to various accounting tasks, we are looking forward to welcoming her in the Accountant I role and being part of the finance team!

I recommend Presley Walker Nelson be appointed to the Accountant I position with an anticipated start date of October 6th, 2026. Starting salary Step 6 of the structured pay scale on Grade 3 at \$34.41 per hour (\$71,572.80 annually). Presley will accrue vacation and sick time as defined in the New Prague Employee Handbook.

Recommendation

Appoint Presley Walker as Accountant I.

MEMORANDUM

TO: Mayor and City Council
Joshua Tetzlaff, City Administrator

FROM: Chris Knutson, PE (Lic. MN)

DATE: September 16, 2026

RE: Project Updates

See below for updates on current SEH Projects for the City of New Prague.

2024 STREET AND UTILITY IMPROVEMENTS PROJECT

One sanitary service remains to be repaired and the contractor is considering different options for the repair. The contractor has been made aware the intention to enforce liquidated damages.

2025 STREET AND UTILITY IMPROVEMENTS PROJECT

Work on this project is complete. The contractor is assembling closeout documentation.

2026 STREET IMPROVEMENT PROJECT

Work on this project is complete. See assessment information provided separately.

1ST AVENUE SE TURNBACK (POTENTIAL 2027 STREET IMPROVEMENT PROJECT)

A memorandum of understanding is being completed based on the previous study.

2026 LEAD SERVICE LINE REPLACEMENTS (PHASE 2)

MDH has certified the drawings. This work will be brought to the September Utilities Commission meeting for approval to bid for spring construction.

ALTON AVENUE FEASIBILITY STUDY

Work on this report is complete.

NW AND NE LIFT STATION STUDIES

The final NE lift station report will be provided to staff next week. The NW study is currently being completed. The Alton Avenue Lift Station has been added as a separate study/proposal.

cdk

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Building a Better World
for All of Us®

August 21, 2026

RE: Agreement for Professional Services
Preliminary Design Report for Alton Lift
Station and Force Main Project
SEH No. NEWPR 191327

Matt Rynda - Public Works Director
City of New Prague
118 Central Avenue North
New Prague, MN 56071-1534

Dear Matt:

SEH is pleased to submit this proposal for preparation of a Preliminary Design Report for the proposed Alton Avenue Lift Station and associated force main improvements. The purpose of this effort is to evaluate the proposed Alton Avenue sanitary sewer service area, confirm projected sanitary sewer flows, complete preliminary wet well and force main sizing, and prepare a technical report to support City review and future project planning. The need for this additional technical sizing effort was identified because the Alton Avenue service area is distinct from previous planning areas and should not simply reuse prior flow assumptions from earlier studies.

The proposed scope is intended to build upon prior sanitary sewer planning work while addressing the specific service area, flow allocation, and infrastructure needs associated with the Alton Avenue growth area. This preliminary design effort will focus on technical sizing and planning-level documentation. Environmental review tasks, including state historic preservation office (SHPO) consultation, cultural resources review, and other permit review activities, are excluded from this scope and are expected to be addressed separately as part of the broader Alton Avenue expansion project. Previous wetland work may be referenced in the report for consistency, but new environmental review services are not included in this proposal.

We appreciate the opportunity to support the City's continued growth planning and look forward to your review.

Sincerely,

Rafael Estrada Moncada, PE
Project Manager
(Lic. NE, MN)

PROJECT SCOPE AND PROPOSED FEES

Task 1.0 – Project Management

Activities:

- Ongoing project management and coordination.
- Monthly progress updates.
- Budget and schedule tracking.
- Two in-person meetings and two virtual meetings.
- Internal QA/QC review of deliverables.

Deliverables:

- Monthly progress updates.
- Meeting agendas and summaries.

Task 2.0 – Force Main Alignment Feasibility Review

Activities:

- Review the proposed force main alignment based on the updated service area and planned Alton Avenue improvements.

Deliverable:

- Preliminary force main alignment route.

Task 3.0 – Pump Station Sizing

Activities:

- Confirm ultimate build-out flow basis.
- Evaluate wet well capacity and pump sizes based on flows.
- Confirm structural envelope requirements.
- Evaluate phased pump installation, when applicable.
- Preliminary surge risk screening.

Task 4.0 – Preliminary Design Report

Deliverable:

Electronic Preliminary Design Report including:

1. Background and objectives.
2. Hydraulic analysis.
3. Pump and wet well sizing.
4. Phased implementation strategy.
5. Horizontal directional drill force main routing.
6. Class 4 opinion of probable construction cost (±30%).

Task 5.0 – Alton Avenue Sanitary Sewer Modifications

Description:

- The Alton Avenue Feasibility Study was intended to include sanitary sewer design information obtained from 2024 Sanitary Sewer Feasibility Study. After reviewing the information from this report with City staff, it was determined that several modifications would be required, including the addition of the Alton Avenue lift station and changes to the service area. Additional design effort was required to complete this effort and was completed with the Alton Avenue Feasibility Study. It would be intended that this additional work be included with an amendment to SEH Project NEWPR189801.

Agreement for Professional Services
Preliminary Design Report for Alton Lift Station and Force Main Project
August 21, 2026
Page 3

Assumptions

- No topographic survey included.
- No geotechnical borings included.
- No wetland delineation.
- Permitting, wetland mapping, state historical preservation society, utility coordination are not included in this proposal because these are expected to occur during future design.
- No detailed surge modeling beyond screening level.
- Detailed design excluded.

Schedule

SEH will begin work as soon as authorized to proceed. It is estimated to take approximately 4 weeks to complete the tasks. The anticipated schedule outlined below is based on approval and authorization of this proposal by September 8, 2026.

Attachments

1. Task Hour Budget
2. Supplemental Letter Agreement

dmk

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Task		Hours	Total
Task 1	Project Management	16	\$ 2,950
Task 2	Force Main Alignment Feasibility Review	70	\$ 10,927
Task 3	Pump Station Sizing	18	\$ 3,368
Task 4	Preliminary Design Report	24	\$ 4,457
Task 5	Alton Avenue Sanitary Sewer Modifications	16	\$ 3,608
Estimated Project Totals		144	\$ 25,311

Supplemental Letter Agreement

In accordance with the Master Agreement for Professional Services between City of New Prague ("Client"), and Short Elliott Hendrickson Inc. ("Consultant"), effective May 8, 2009, this Supplemental Letter Agreement dated September 21, 2026 authorizes and describes the scope, schedule, and payment conditions for Consultant's work on the Project described as: Alton Avenue N Lift Station PDR.

Client's Authorized Representative: City of New Prague
Address: 118 Central Ave N, New Prague, Minnesota 56071, United States
Telephone: 952.758.4401 **Email:** mrynda@newpraguemn.gov

Project Manager: Rafael Estrada Moncada
Address: 11 Civic Center Plaza, Suite 200, Mankato, Minnesota 56001
Telephone: 651.490.2136 **Email:** restradamoncada@sehinc.com

Scope: The Services to be provided by Consultant: **See attached letter dated August 21, 2026**

Schedule: Approximately 6 to 8 weeks after approval. Work on NW Lift Station study may affect schedule for delivery.

Payment: The estimated fee is subject to a not-to-exceed amount of \$25,311 including expenses and equipment.

1. \$3,608 would be included as a fee amendment to SEH Project 189801 for work previously completed as part of the Alton Avenue N Feasibility Study.
2. \$21,703 would be included for this new Project titled Alton Avenue N Lift Station PDR.

The payment method, basis, frequency and other special conditions are set forth in attached Exhibit A-1. Additional work, if required, shall be compensated in accordance with the rate schedule.

Other Terms and Conditions: Other or additional terms contrary to the Master Agreement for Professional Services that apply solely to this project as specifically agreed to by signature of the Parties and set forth herein: None.

Short Elliott Hendrickson Inc.	City of New Prague
By: <u></u>	By: _____
Full Name: <u>Chris Knutson</u>	Full Name: _____
Title: <u>Client Service Manager</u>	Title: _____
	By: _____
	Full Name: _____
	Title: _____

Exhibit A-1**Payments to Consultant for Services and Expenses Using the Hourly Basis Option**

The Agreement for Professional Services is amended and supplemented to include the following agreement of the parties:

A. Hourly Basis Option

The Client and Consultant select the hourly basis for payment for services provided by Consultant. Consultant shall be compensated monthly. Monthly charges for services shall be based on Consultant's current billing rates for applicable employees plus charges for expenses and equipment.

Consultant will provide an estimate of the costs for services in this Agreement. It is agreed that after 90% of the estimated compensation has been earned and if it appears that completion of the services cannot be accomplished within the remaining 10% of the estimated compensation, Consultant will notify the Client and confer with representatives of the Client to determine the basis for completing the work.

Compensation to Consultant based on the rates is conditioned on completion of the work within the effective period of the rates. Should the time required to complete the work be extended beyond this period, the rates shall be appropriately adjusted.

B. Expenses

The following items involve expenditures made by Consultant employees or professional consultants on behalf of the Client. Their costs are not included in the hourly charges made for services but instead are reimbursable expenses required in addition to hourly charges for services and shall be paid for as described in this Agreement:

1. Transportation and travel expenses.
2. Long distance services, dedicated data and communication services, teleconferences, Project Web sites, and extranets.
3. Lodging and meal expense connected with the Project.
4. Fees paid, in the name of the Client, for securing approval of authorities having jurisdiction over the Project.
5. Plots, Reports, plan and specification reproduction expenses.
6. Postage, handling and delivery.
7. Expense of overtime work requiring higher than regular rates, if authorized in advance by the Client.

8. Renderings, models, mock-ups, professional photography, and presentation materials requested by the Client.

9. All taxes levied on professional services and on reimbursable expenses.

10. Other special expenses required in connection with the Project.

11. The cost of special consultants or technical services as required. The cost of subconsultant services shall include actual expenditure plus 10% markup for the cost of administration and insurance.

The Client shall pay Consultant monthly for expenses.

C. Equipment Utilization

The utilization of specialized equipment, including automation equipment, is recognized as benefiting the Client. The Client, therefore, agrees to pay the cost for the use of such specialized equipment on the project. Consultant invoices to the Client will contain detailed information regarding the use of specialized equipment on the project and charges will be based on the standard rates for the equipment published by Consultant.

The Client shall pay Consultant monthly for equipment utilization.

Feasibility Study

Alton Avenue North, TH 19 to CSAH 15

New Prague, MN

NEWPR 189801 | September 17, 2026



Building a Better World
for All of Us®

Engineers | Architects | Planners | Scientists



Building a Better World
for All of Us®

September 17, 2026

RE: Alton Avenue North, TH 19 to CSAH 15
Feasibility Study
New Prague, MN
SEH No. NEWPR 189801 4.00

Honorable Mayor and City Council
City of New Prague
118 Central Avenue N
New Prague, MN 56071

Dear Mayor and Council,

Enclosed is the Feasibility Study for the above referenced project for your review and comments.

This Study discusses the feasibility and economic impact of reconstruction of the roadway, storm sewer, trails, and City utilities. The Study provides recommendations, probable costs, and a preliminary geometric layout.

Sincerely,

Chad M Jorgenson, PE, PTOE
Associate Project Manager
(Lick. IA, MN, SD)

CMJ

x:\ko\newpr\189801\4-prelim-dsgn-rpts\43-prelim-dsgn\40-feas\feasibility study - alton avenue from th 19 to csah 15 061926.docx

Feasibility Study

Alton Avenue North, TH 19 to CSAH 15
New Prague, MN

SEH No. NEWPR 189801

September 17, 2026

I hereby certify that this Study was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.



Chad Jorgenson, PE, PTOE

Date: September 17, 2026 License No.: 55528

Reviewed By: Chris Knutson, PE Date: September 17, 2026

Short Elliott Hendrickson Inc.
3535 Vadnais Center Drive
St. Paul, MN 55110-3507
651.490.2000

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Appendix E	City of New Prague Utility Layouts
Appendix F	Estimate of Probable Costs

Feasibility Study

Alton Avenue North, TH 19 to CSAH 15

Prepared for City of New Prague and Scott County

1 Introduction

This Feasibility Study was prepared to help identify improvements to Alton Avenue between TH 19 and CSAH 15 (Drexel Avenue) in the City of New Prague, MN. Improvements include full roadway reconstruction, storm sewer, trails, and City utility improvements. **Figure 1** shows the project location.

This segment of Alton Avenue is a rural residential gravel roadway located on the eastern side of the City of New Prague that is functionally classified as a local roadway serving approximately 250 vehicles per day (Estimate based upon traffic counts collected in 2026). Alton Avenue currently does not have a posted speed limit and generally provides access to residential homes and serves as an alternate north/south roadway providing access between TH 19 and CSAH 15.

Work for this project is largely built upon a City of New Prague Eastern Alignment Study and associated CSAH 15 realignment planning process that took place between 2004 and 2006. As part of these studies a future realignment of CSAH 15 was identified that generally traverses the area of the existing Alton Avenue corridor. To support long-term implementation of this corridor, a Memorandum of Understanding (MOU) was executed between the City of New Prague, Helena Township, and Scott County. It should be noted that south of TH 19 there is an existing MOU with Lanesburgh Township and LeSueur County that extends Alton Avenue to the south that is not being updated at this time.

The MOU establishes the preferred alignment of CSAH 15 between CSAH 2 and TH 19 and provides a coordinated framework for advancing the corridor over time. The agreement outlines agency roles and responsibilities related to right-of-way preservation, roadway design and construction, access management, and future jurisdictional modifications.

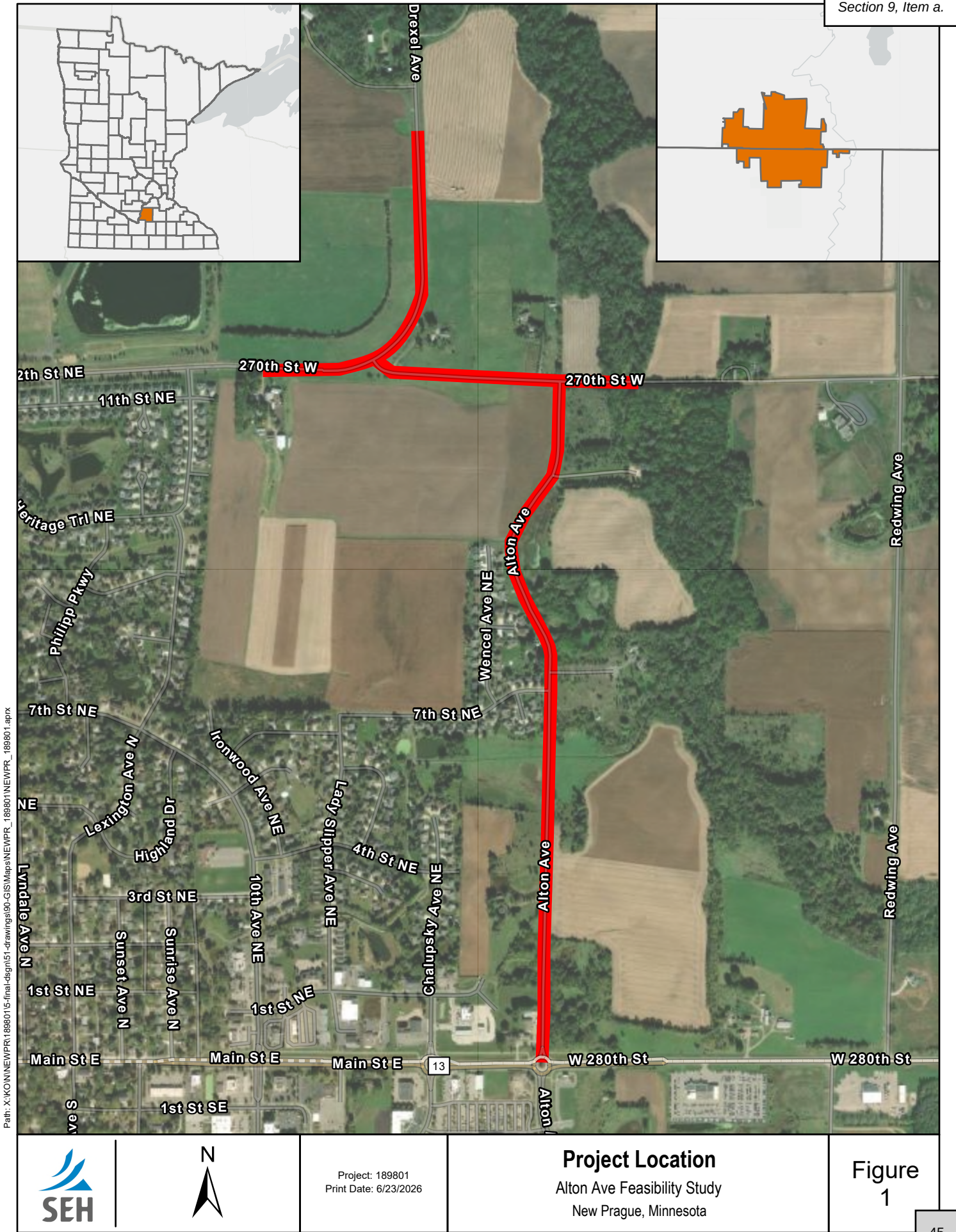
Under the current MOU, implementation of the realigned corridor is intended to occur incrementally, largely in coordination with future development. The City of New Prague is responsible for incorporating the corridor into its planning documents and leading right-of-way preservation and acquisition, primarily through the development process. Scott County provides oversight and participates in funding and plan review, while Helena Township assists with land use decisions consistent with the corridor and supports transition planning.

The MOU also identifies general design parameters for the corridor, including adherence to MnDOT State Aid standards, a minimum right-of-way width of 150 feet, and managed access consistent with Scott County guidelines. Following construction of the new alignment, segments of the existing CSAH 15 corridor are anticipated to be transferred to the City.

As part of this Feasibility Study, further refinements to the project corridor were completed. A traffic analysis was conducted and recommendations from this analysis include constructing a roadway that generally includes one travel lane in each direction with both left and right turn lanes provided at all major intersections.

The following Study will provide detailed information surrounding the reconstruction of Alton Avenue from TH 19 to just north of W 270th Street/12th Street NE where Alton Avenue will ultimately tie back into the existing CSAH 15 alignment. The proposed section of reconstructed roadway will be designed to meet all State Aid design standards including a ten-ton road design, as the existing Alton Avenue will eventually transfer into County ownership and become a Minnesota County State Aid Highway.

In addition to the recommended street improvements, the Study will also discuss proposed storm sewer, sanitary sewer, and watermain, along the corridor. The proposed future Alton Avenue geometric improvements are shown in **Appendix A**.



This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geo Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

2 Traffic Analysis

A traffic analysis was completed as part of the Alton Avenue Feasibility Study to evaluate existing and future capacity along the corridor, including potential roadway realignment and associated improvements. The study assessed key intersections along Alton Avenue, including CSAH 15/W. 270th Street, Alton Avenue/W. 270th Street, Alton Avenue/7th Street NE, and Alton Avenue/TH 19, as well as potential future access locations. The following sections provide an overview of the complete Traffic Analysis Memorandum, shown in **Appendix B** as well as recommendations for intersection control for future intersections along the corridor.

2.1 Existing Conditions

Alton Avenue currently functions as an unpaved, two-lane local roadway serving primarily residential access, with no sidewalks or posted speed limit. Traffic volumes along the corridor are low, and surrounding roadways include CSAH 15 and TH 19, which carry higher volumes and serve broader regional functions.

Crash history over a five-year period indicates relatively few incidents, with no fatal crashes and only one severe injury crash along the corridor. None of the study intersections or segments exceed state critical crash thresholds, suggesting that existing safety performance is generally acceptable.

2.2 Future Conditions and Traffic Growth

Future traffic volumes were projected using Scott County's Regional Travel Demand Model, with an assumed annual growth rate of approximately one percent.

Additional traffic associated with planned development, including residential uses and neighborhood-scale commercial development near TH 19—was incorporated into the analysis using standard trip generation methodologies.

Under future build conditions, daily traffic volumes along Alton Avenue are projected to increase but remain relatively low, generally ranging from approximately 1,600 to 3,900 vehicles per day depending on location along the corridor.

2.3 Warrant Analysis

A traffic control warrant analysis was completed for future (2050) build conditions following MnMUTCD guidance. The analysis evaluated the need for stop control, signalization, or alternative intersection control based on projected volumes and safety considerations.

Results indicate that:

- Most intersections along Alton Avenue do not meet warrants for all-way stop or signal control
- The Alton Avenue / TH 19 intersection is the only location that meets signal and stop control warrants under future conditions

2.4 Traffic Analysis Summary

Traffic volumes along Alton Avenue are expected to increase due to background growth and planned development however, they remain within the capacity of a two-lane roadway. The

proposed realignment and intersection improvements, including a roundabout at W. 270th Street, provide a functional framework to support future development.

2.5 Intersection Control Recommendations

As part of this Study and based upon conversations with the Project Management Team, intersection traffic control recommendations were made for the corridor. Recommended intersection control for each study intersection is as follows:

- George Avenue
 - Full access side street stop control at George Avenue until an agreed upon time between the City and County to close the intersection and convert into a right-in/right-out based upon vehicular delay, safety and surrounding development:
- Southern 1st Street NE.
 - Single lane roundabout control at future 1st Street NE, this will help facilitate U-turn movements from George Avenue when the median is constructed through George Avenue and will connect between the roundabouts at TH 19 and 1st Street NE
- Northern 4th Street NE intersection
 - Full access side street stop control at this intersection located approximately 800' north of the proposed 1st Street NE roundabout
- 7th Street NE South
 - Full access side street stop control
- Bohemia Street
 - $\frac{3}{4}$ access providing mainline left turns and not allowing minor street through or left turn movements due to the curvature of the roadway and sight distance concerns
- 270th Street/12th Street NE
 - Single lane roundabout control
- Northern unnamed intersection
 - Located approximately 1,300 feet north of 270th Street a full access side street stop-controlled intersection is proposed.

3 Desktop Wetland Delineation

A Level 1 wetland delineation was completed for the proposed Afton Avenue Realignment study area to identify potential wetland resources and provide an initial assessment of environmental constraints within the corridor. The delineation was based on a desktop review of available mapping and environmental datasets, including aerial photography, LiDAR-derived topography, National Wetlands Inventory (NWI) mapping, Public Waters Inventory (PWI) data, and SSURGO soils information. No field delineation was conducted as part of this evaluation.

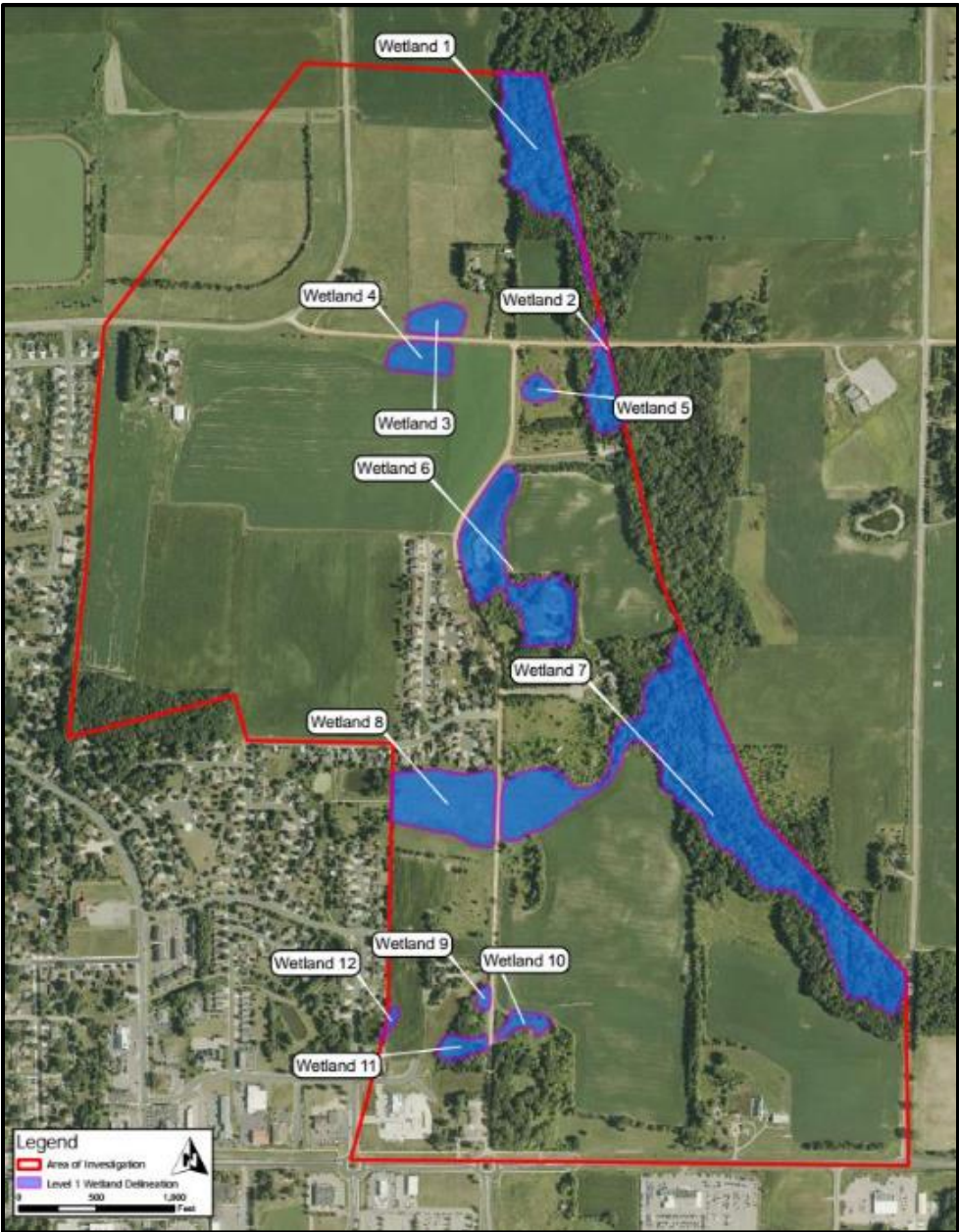
The study area encompasses approximately 495 acres within the Cities of New Prague and Helena Township, extending from W. 280th Street north to the vicinity of W. 270th Street West. Land uses within the area include agricultural fields, residential development, forested areas, wetlands, stream corridors, and open space.

The Level 1 assessment identified twelve potential wetlands within the area of investigation. These wetlands include a combination of riverine and depressional systems ranging in size from approximately 0.2 acres to 25.8 acres. Several of the larger wetlands are associated with the

Sand Creek corridor and exhibit surface water connectivity to the creek, while a number of smaller wetlands are isolated depressional basins. The identified wetland communities include floodplain forest, fresh wet meadow, and shallow marsh habitats.

A significant concentration of wetland resources occurs along the Sand Creek corridor on the eastern side of the study area, while additional isolated wetlands are distributed throughout the central and southern portions of the corridor.

Figure 2 – Level 1 Wetland Delineation Results



Wetlands within the project area may be subject to regulation by federal, state, and local agencies, including the U.S. Army Corps of Engineers, Environmental Protection Agency, Minnesota Board of Water and Soil Resources, Minnesota Pollution Control Agency, and Scott

County through administration of the Minnesota Wetland Conservation Act. Any future project alternatives that result in direct or indirect wetland impacts would require coordination with applicable regulatory agencies and may require permitting and compensatory wetland mitigation. The wetlands are located within Bank Service Area (BSA) #9 and the Lower Mississippi River watershed.

3.1 Desktop Wetland Delineation Findings

The project corridor contains numerous wetland resources, including several larger riverine wetlands associated with Sand Creek and multiple isolated depressional wetlands. These resources will be important considerations during alternative development and evaluation, and future design efforts should seek to avoid and minimize wetland impacts where practicable. The detailed Level 1 wetland delineation memorandum is attached in Appendix C.

4 Project Improvements

As part of the overall improvements to Alton Avenue, several project elements will need to be addressed. These improvements include:

- Street and Trail
- Pedestrian and Bicycle
- Stormwater
- Watermain and Sanitary Sewer

4.1 Street and Trail Improvements

The following section provides a summary on the existing conditions of this segment of Alton Avenue. Also included is a summary of proposed improvements to be completed with this roadway improvement project.

4.1.1 Existing Street Conditions

The existing segment of Alton Avenue from TH 19 to CSAH 15 is approximately 24 feet wide and is unpaved.

4.1.2 Proposed Street and Trail Improvements

It is currently proposed to reconstruct the entire roadway section of Alton Avenue. Based on conversations with the City of New Prague, Scott County and Helena Township, it is anticipated that this roadway will be reconstructed in phases largely driven by surrounding development needs. For the purposes of this study, Alton Avenue construction has been broken into two phases, Phase 1 which consists of two sub phases includes full reconstruction through the George Avenue intersection as part of Phase 1A and full reconstruction of Alton Avenue from TH 19 through the proposed single lane roundabout proposed as part of the 1st Street NE intersection. As part of Phase 1B improvements, median construction will occur closing the full access intersection of George Avenue and converting it into Right-In/Right-Out control.

Phase 2 includes the full build out of the roadway from CSAH 15 to TH 19. It is anticipated that after completion of Phase 2 the roadway will be turned up from City jurisdiction to County jurisdiction.

An urban section of roadway including curb and gutter is proposed from just north of the 270th Street W/12th Street NE intersection south to TH 19. A rural section of roadway with 8' shoulders is proposed from this transition point north to the project limits.

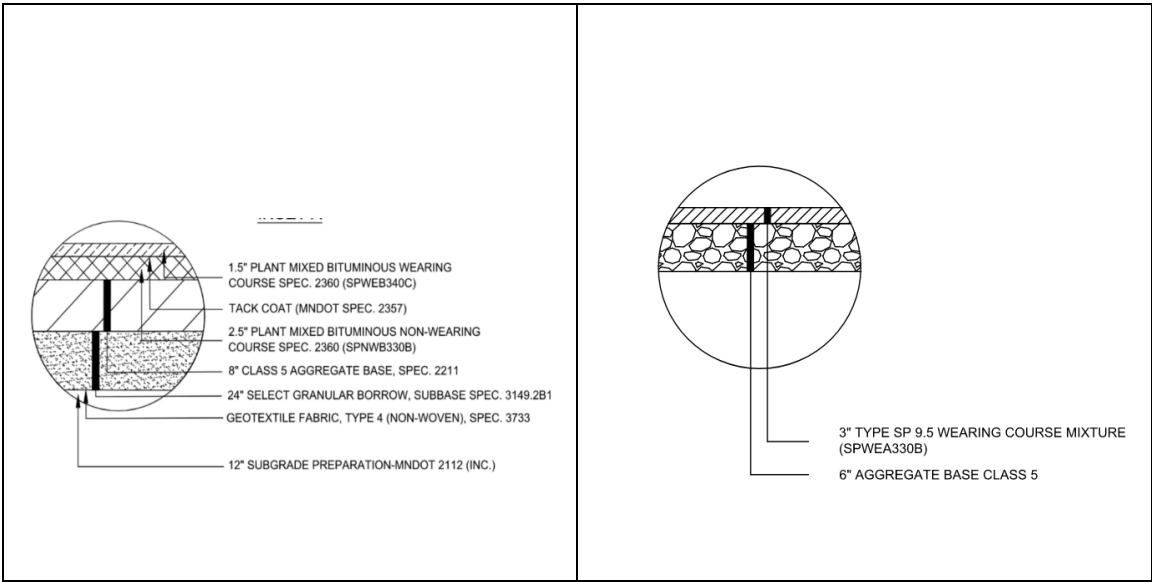
Curb will be a barrier type, 6-inches tall, with the back dropped down at pedestrian ramp locations. The curb will be type B624, which contains an integral 24-inch-wide concrete gutter.

Based upon results and recommendations from the completed traffic analysis this segment of Alton Avenue will be converted from an unpaved facility into a two-lane roadway with dedicated left and right turn lanes at major traditional intersections. **Appendix A** shows the geometric improvements for Phase 1A, 1B and the full build out of the corridor.

Design criteria for the design of the full depth pavement section will be based upon the following criteria:

- Percentage of heavy vehicles using the corridor
- Future traffic projection numbers from the completed traffic memorandum attached to this Study
- An existing Average Annual Daily Traffic (AADT) value of 3,900 vehicles per day along projected along this segment of roadway
- 10-ton Bituminous Pavement Design Chart from the MnDOT Pavement Design Manual
- Existing roadway R-value from the future geotechnical analysis

As this project progresses into preliminary and final roadway design, a geotechnical analysis, including roadway and soil borings along the corridor will be taken to further solidify pavement recommendations. As part of this Feasibility Study the assumed bituminous section of the roadway and trail is recommended to contain the following:



The total section thickness of the roadway is 48", which is considered 'frost free' in accordance with MnDOT Road Design guidance, meaning the depth of the new granular material will make the road less susceptible to damage from freeze/thaw cycles. Trail total section thickness is anticipated to be 9" with 6" of class 5 aggregate under 3" of bituminous.

4.2 Pedestrian and Bicycle Improvements

With this project it is proposed that there be an eight-foot-wide bituminous trail constructed along the west side of the road and a ten-foot-wide bituminous trail constructed along the east side of the roadway. The eight foot trail on the west side of the roadway will provide pedestrian access along the corridor from TH 19 north through the 270th Street intersection.

The ten foot trail on the east side of the roadway could be considered for future regional trail designation and ultimately provide access to Cedar Lake Farm Regional Park. As part of this project, the trail on the west side is proposed to terminate just north of the 270th Street intersection similar to the eight-foot path on the west side of the roadway.

Located just south of 7th Street, a grade separated pedestrian underpass is being proposed to connect residential neighborhoods west of Alton Avenue to the ten-foot trail on the east side of the roadway. As this project progresses into final design of the roadway and trails, this box culvert will need to be evaluated further for its impacts to the surrounding floodplain. More information is contained within section 3.3 regarding this crossing.

Boulevard widths on both sides of the trails are currently proposed at 10.67'. It is anticipated that though preliminary and final design boulevard widths may vary to minimize property impacts and provide additional space for stormwater Best Management Practices (BMPs). Pedestrian curb ramps will be added at each intersecting street for pedestrian access and will be constructed in compliance with current ADA standards.

4.3 Stormwater

4.3.1 Stormwater Basins

Stormwater basins are proposed and will be designed to provide stormwater treatment, and volume and rate control. Stormwater treatment will be designed to meet or exceed the standards of the MPCA Construction Stormwater (CSW) Permit, and City of New Prague stormwater design standards. The project is located in the Scott County Watershed Management Organization (Scott WMO). The Scott WMO does not specify stormwater design criteria, so design criteria will be based on MPCA and City of New Prague criteria. It is assumed that New Prague will be required to comply with the MPCA Municipal Separate Storm Sewer System (MS4) General Permit by the time this project is constructed. As such, it's assumed that the required water quality volume treatment depth will be the larger of the following:

- 0.55 inches of runoff from the new and fully reconstructed impervious surfaces or
- 1.1 inches of runoff from the net increase in impervious area

Volume reducing best management practices (BMP) will be considered first and utilized where feasible. Where volume reducing BMPs are infeasible, filtration basins will be considered, followed by wet sedimentation ponds. The type(s) of BMPs chosen for final design will be largely dependent on soil characteristics and groundwater elevation. Unless otherwise noted, the preliminary sizes of the BMPs only accounts for the development within the City right of way, in other words, adjacent offsite developments will be responsible to provide separate stormwater treatment and rate control. BMPs will be designed to limit the post development discharge rates to be less than or equal to that of the predevelopment discharge rates for the 2-, 10-, and 100-year rainfall events.

Proposed BMPs are shown in Exhibit 4. BMP locations were selected to take advantage of existing topography and drainage patterns where feasible. Pond sizing is preliminary and will be refined and finalized during final design.

Linear treatment within roadside ditches is proposed for the northern, rural-section portion of the project. Other proposed BMPs may also be increased in size, if necessary, to provide compensatory treatment volume.

4.3.2 Storm Sewer

Roadway drainage will be conveyed by storm sewer. The preliminary storm sewer design assumes the project will meet MnDOT State Aid criteria. Catch basins will be located at low points and at additional locations as needed to satisfy spread requirements. Storm sewer pipes will be designed to convey the 10-year storm event, while pond outlet pipes will be designed to manage the 100-year storm event. Proposed storm sewer for full-build conditions is shown in Exhibits 4 and 5. The proposed storm sewer layout for Phases 1A and 1B is shown in **Appendix D**.

4.3.3 Channel Hydraulics & Flood Plain

Raising the roadway overtopping elevation from 971.99 feet to 984.50 feet represents a substantial shift in hydraulic risk and controls, particularly given that the existing condition allows overtopping across an approximately 400-foot-wide section. This overtopping reach currently provides significant additional conveyance and functions as a relief mechanism by allowing high flows across the roadway and limiting upstream headwater buildup. Transitioning to a condition where overtopping is largely eliminated would force most flow through the existing 36-inch culvert and any added box culverts. While additional culverts may increase capacity, they are unlikely to replicate the broad, shallow conveyance provided by a 400-foot-wide overtopping section, resulting in a more restrictive crossing and a higher likelihood of increased upstream water surface elevations.

Because downstream river backwater controls flood elevations in this area, FEMA regulatory implications (e.g., strict BFE encroachment concerns) may be less controlling for the crossing itself. However, this does not eliminate risk—instead, it shifts the focus to incremental increases in backwater caused by the crossing. Of specific concern, homes upstream of the crossing appear to be near elevation 978 feet, significantly below the proposed overtopping elevation. This increases the likelihood and severity of flood risk to the structures compared to existing conditions.

Independent of FEMA considerations, state regulatory requirements for public water crossings still apply and require demonstration that the project will not materially increase flood damage potential. Minnesota rules require that hydraulic capacity be supported by a competent technical study and that increases in flood stage remain within allowable limits unless additional justification is provided. They also require consistency with floodplain management standards and protection of upstream and downstream interests. Given the reduction in overtopping conveyance and the limited relative capacity of a 36-inch culvert system (even with supplemental box culverts), detailed hydraulic analysis is needed to quantify incremental backwater effects at the crossing. This analysis should specifically evaluate impacts to the upstream homes near elevation 978 feet and demonstrate that any increase in flood stage does not create unacceptable increases in flood risk or damage potential.

4.4 City Utilities

4.4.1 Watermain Improvements

Watermain improvements throughout the project area are oriented toward distribution of domestic water along Alton Avenue and undeveloped areas west and east of the street. This will provide water to adjacent development along with fire protection. Water services are not expected to be directly connected to the water main on Alton Avenue N, but instead connected to water main located on side streets.

For Phase 1A of the proposed project, water main will looped from George Avenue N (near Kwik Trip) to the south side of Main Street E/TH19 (near northeast corner of Coborn’s Grocery Store). The water main would be stubbed out east and north of the George Avenue N intersection with the expectation that it would be extended under future projects. This will provide an important loop and redundant connection for water serviceability for the City, especially in the area directly around the Main Street roundabout. This does require the installation of water main below the trunk highway without disturbing the roadway. This is proposed to be accomplished with a 16-inch steel casing drilled below the roadway to serve as a host for the water main.

Phase 1B and future construction of watermain on Alton Avenue will include the installation of a watermain along the west side of Alton Avenue N up to the 12th Street NE roundabout. It would then continue along the south side of 12th Street SE and connect to existing watermain at Heritage Lane NE. In the area between 7th Street NE and Bohemia Street NE where the trail is proposed to diverge from the proposed Alton Avenue N alignment and instead follow the existing gravel road, it is proposed to install the watermain along the trail.

An alternate alignment for watermain may include following Bohemia Street NE instead of 12th Street NE. This may provide additional benefit to the city as the watermain would be constructed with residential development and have direct water services through that area, which would reduce costs to the City and Utilities. This may affect serviceability to the area north of 12th Street NE and east of Alton Avenue N in the future, though extensions to those areas may be completed as needed in the future.

For the purpose of this study, typical watermain sizing is estimated at 12-inch diameter along Alton Avenue N with 8-inch diameter watermain used for adjacent development. Hydrants would be located at intersections and intervals along the watermain, though spacing would not exceed 500-feet. Valves would also be located at intersections. This study only includes the costs of watermain construction within the Alton Avenue S, Alton Avenue N, 2th Street NE, and George Avenue (west of intersection) right of ways. Watermain shown outside those areas in the report is for planning purposes only. Potential Watermain improvements are shown in **Appendix E**.

4.4.2 Sanitary Sewer

Proposed sanitary sewer collection along Alton Avenue N is based on previous sanitary sewer studies, primarily the Sanitary Sewer System Feasibility Study dated September 9, 2024 that focused on trunk sanitary sewer systems throughout the City. For Alton Avenue N specifically, the North East Lift Station (NELS) and South East Lift Station (SELS) are directly affected by the proposed construction activities within the Project Area.

Information provided in the Sanitary Sewer System Feasibility Study for the NELS included recommendations for lit station construction, forcemain alignments, and trunk sanitary sewer

main construction. After reviewing this information and with concurrence from public works, there are several recommendations that have been integrated into this report that differ from that previous 2024 study. They include:

1. Raising the NELS discharge elevation. This will reduce the area serviceable to gravity collection primarily north of the wastewater treatment facility. This was considered acceptable to public works for the reduced costs to the NELS. An elevation of 950.0 was determined for this project based on cover conditions near the proposed 12th Street NE/Alton Avenue N roundabout and the potential that this sanitary sewer system may be constructed ahead of street improvements that would raise the proposed grade.
2. Maintaining the Lady Slipper Lift Station. The depth of the sanitary sewer main referred to in the 2024 study as NELS_S1 would be excessively deep and located on a likely residential street. It is not suggested that the Lady Slipper Lift Station remain in operation and the service area around NELS_S1 be partially directed to existing infrastructure at Bohemia Street with the remaining connected to the North East Lift Station once built.
3. Installation of Secondary North East Lift Station. The 2024 Study identified NELS_S2 as the sanitary trunk sewer main to be constructed along Alton Avenue N. Review of this preliminary design included sanitary sewer main in excess of 40-feet deep along Alton Avenue N. This would be difficult and costly to install. Construction of a secondary lift station is now recommended south of the low area and near a future street construction around Sta. 116+00 on the Alton Avenue alignment. A forcemain would then be constructed north of that area to approximately Stat. 145+00 on the Alton Avenue N alignment. The remainder of the sanitary sewer from that point to the NELS would be gravity sewer main.
4. Change From Forcemain to Gravity Sewer Main along 1st Street NE. The 2024 Study identified a forcemain to be constructed along the future 1st Street NE alignment that would be the discharge of the South East Lift Station south of Main Street E. The recommendation in this report is to construct gravity sewer main along this alignment instead and connect the SELS forcemain to a location further upstream. This would allow direct sanitary collection along 1st Street NE.

Several other recommendations for sanitary sewer construction along Alton Avenue N include:

1. Phase 1A improvements are expected to include the extension of sanitary sewer main at George Avenue west of Alton Avenue N toward the east of the proposed intersection. This initial phase of sanitary sewer collection will allow development to occur in the area generally located between Main Street E and 1st Street NE and east of Alton Avenue utilizing existing infrastructure. This would, however, be considered an interim improvement as this service area should be redirected north once the NELS system is constructed on Alton Avenue N.
2. The Chalupsky Lift Station is recommended for removal once the NELS system is constructed. A sewer main is shown along future developer streets redirecting this sanitary sewer flow toward Alton Avenue N. The depth of the secondary lift station is primarily based on this pipe connection.

It should be noted that the North East Lift Station, including the secondary lift station, is undergoing a more extensive preliminary design as part of a separate study. As such, it is

recommended that costs and design information from that study be utilized for details instead of this Feasibility Report. Potential Sanitary Sewer improvements are shown in **Appendix E**.

4.4.3 Lighting Improvements

Street lighting is anticipated along Alton Avenue N and 12th Street NE. As with other streets in the City of New Prague, it is expected that the New Prague Public Utilities will furnish and install lighting units and power throughout. Design and construction costs for this lighting is not included with this report.

5 Project Cost/Financing

The estimated costs for the work presented in this Study have been itemized in **Appendix F**. They include construction costs, 20% contingency and 20% engineering (including: engineering, construction administration, and project administration costs). No additional right of way acquisition costs or the sanitary lift station costs have been included in the overall cost estimate. The cost estimation is based on a bid date in the Spring of 2027 and construction occurring and completed in 2027.

The following **Tables, 1, 2, and 3** shows a breakdown of costs for the proposed project broken out by Phase 1A, Phase 1B and Full Build of the roadway:

Table 1 – Phase 1A Street Reconstruction Summary of Project Costs

Item	Total Estimated Project Cost
Street Reconstruction	\$1,113,196
Storm Sewer Improvements	\$308,780
City Utilities	\$313,730
Soft Costs (Engineering and Admin Fees) (20%)	\$370,816
Contingency (20%)	\$285,243
Total Estimated Cost	\$2,391,766

Table 2 – Phase 1B Street Reconstruction Summary of Project Costs

Item	Total Estimated Project Cost
Street Reconstruction	\$1,822,951
Storm Sewer Improvements	\$248,620
City Utilities	\$187,675
Soft Costs (Engineering and Admin Fees) (20%)	\$482,666
Contingency (20%)	\$371,281
Total Estimated Cost	\$3,113,193
Total Phase 1A and 1B Cost	\$5,504,958

Table 3 – Full Build Street Reconstruction Summary of Project Costs

Item	Total Estimated Project Cost
Street Reconstruction	\$14,054,110
Storm Sewer Improvements	\$1,463,350

City Utilities	\$1,582,475
Soft Costs (Engineering and Admin Fees) (20%)	\$3,653,232
Contingency (20%)	\$2,810,178
Total Estimated Cost	\$23,563,345

5.1 Funding

The street, trail and storm sewer improvements proposed to be constructed with this project are anticipated to be funded by Scott County and the City of New Prague. Any watermain and sanitary sewer construction are proposed to be funded entirely through the City sanitary sewer and watermain utility funds.

6 Recommendations and Conclusion

The work outlined in this Study are both cost effective and feasible from an engineering perspective standpoint. The proposed improvements are necessary in order to continue to provide opportunity for surrounding development to occur. Based on the information presented in this Study, we make the following recommendations:

- Reconstruct Alton Avenue to include a street section with an urban 10-ton design from TH 19 to just north of 270th Street/12th Street and other recommendations outlined in the to be completed geotechnical report
- Storm sewer and necessary BMPs should be constructed where necessary and designed in accordance with City of New Prague and Minnesota State Aid Standards.
- The total estimated project cost of the recommended improvements is \$23,563,345

CMJ

Appendix A

Alton Avenue Geometric Improvements

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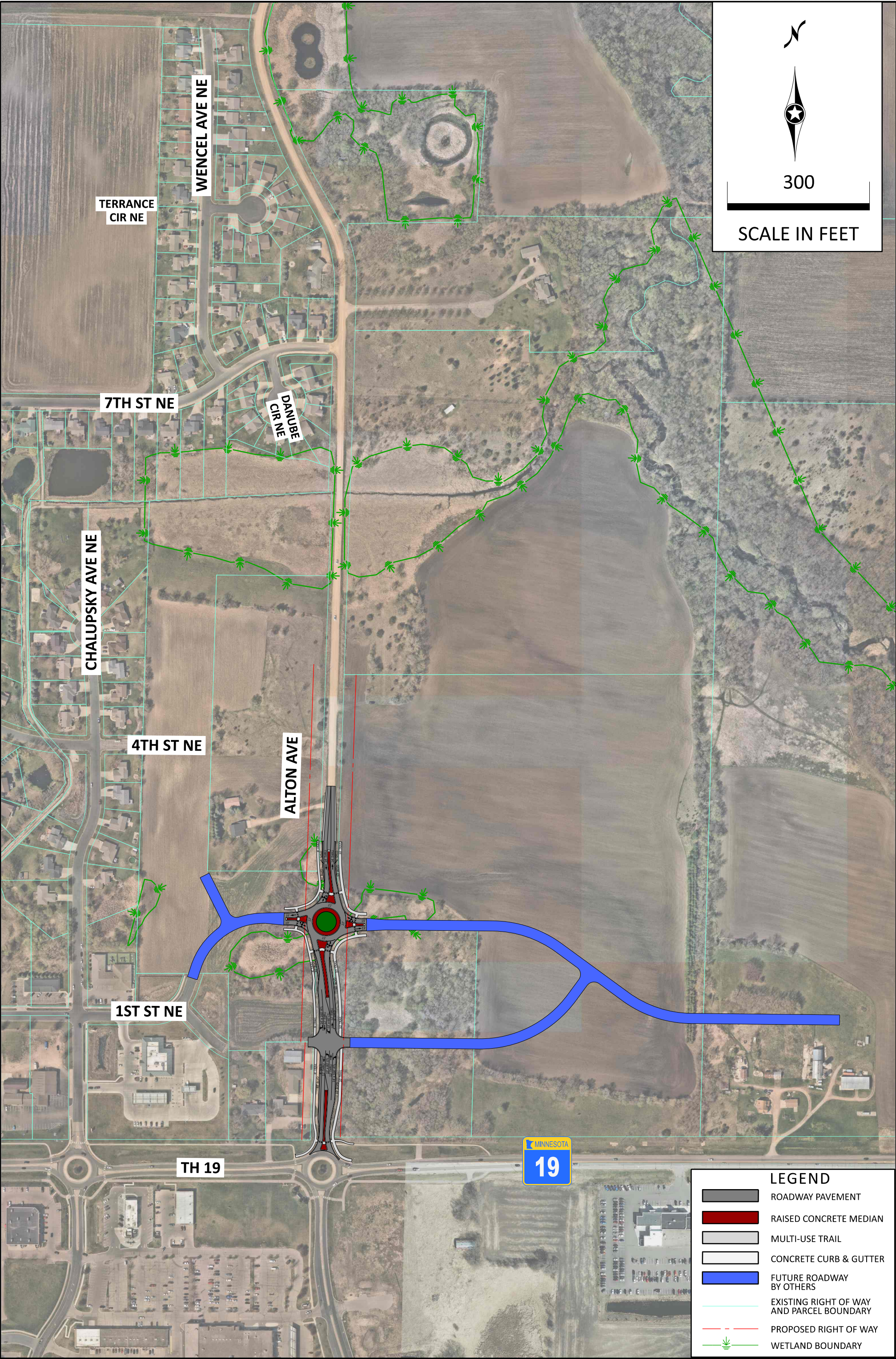
DATE:
5/27/2026

ALTON AVENUE IMPROVEMENTS

PHASE 1A DESIGN

EXHIBIT
No. 1

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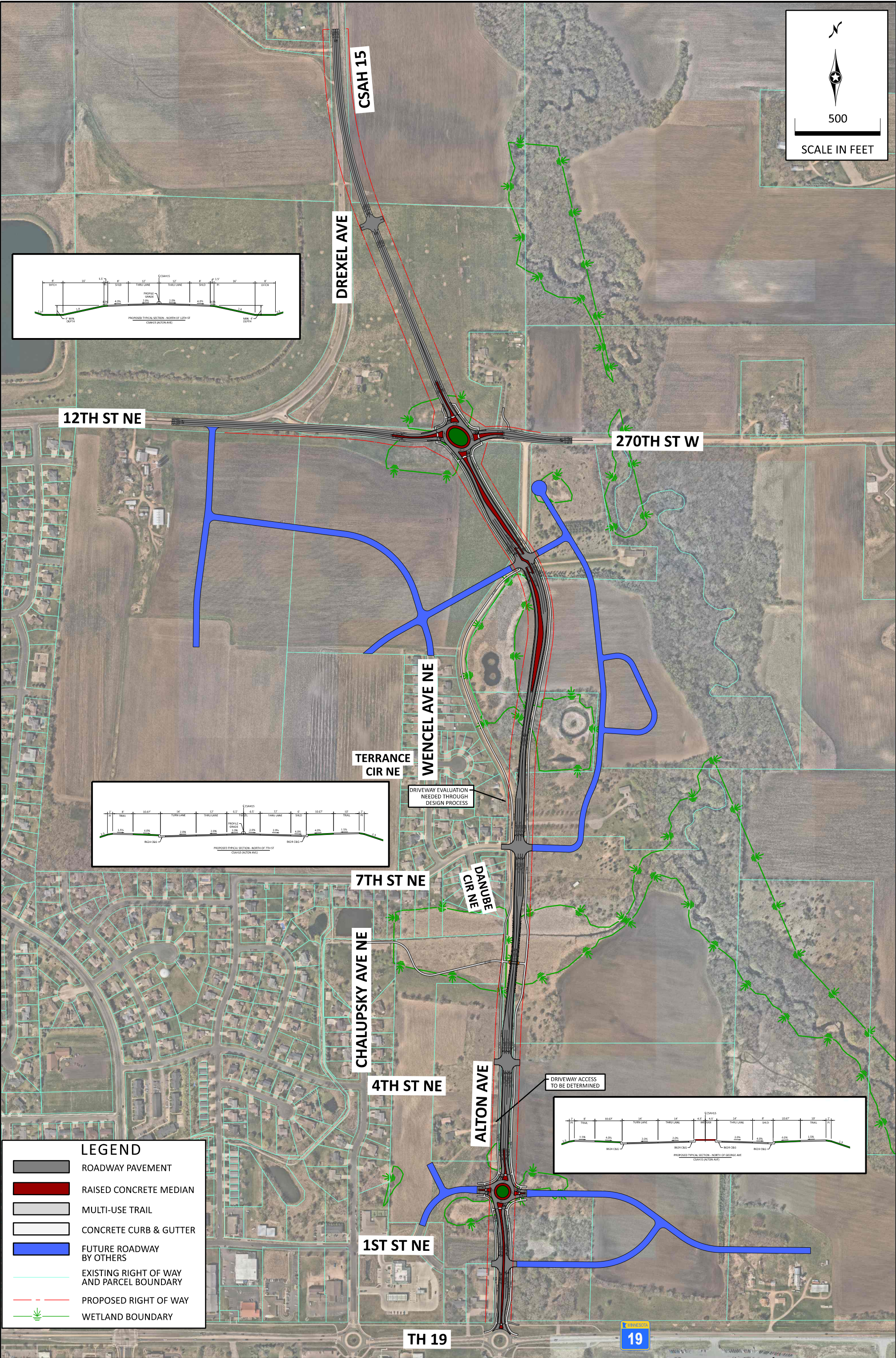
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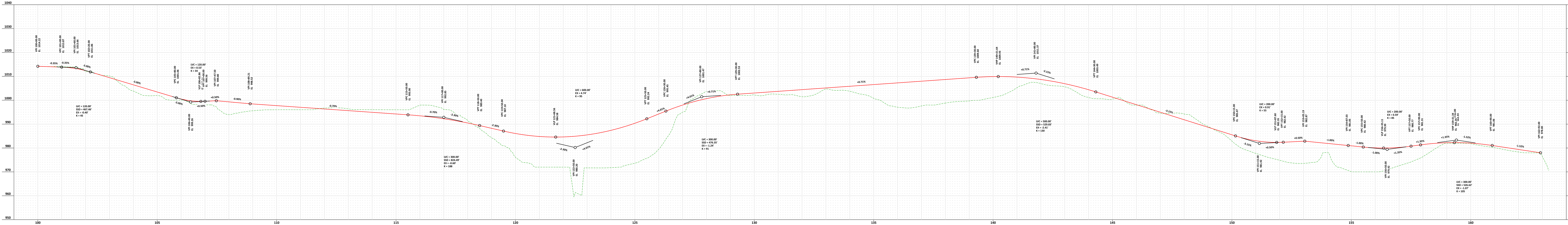
ALTON AVENUE IMPROVEMENTS

PHASE 1B DESIGN

EXHIBIT
No. 2

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Appendix B

Alton Avenue Traffic Analysis Memorandum



Building a Better World
for All of Us®

MEMORANDUM

TO: Ken Ondich, Planning/Community Development Director
City of New Prague

FROM: Chad Jorgenson, PE (Lic. IA, MN, SD), PTOE
Krista Palmer, PE (MN)

DATE: July 27, 2026

RE: Alton Avenue Feasibility Study - Traffic Analysis Report
SEH No. NEWPR 184246 14.00

INTRODUCTION

A feasibility study for Alton Avenue is being conducted to analyze the potential realignment and improvement of the roadway. In addition to the reconstruction and realignment of the roadway, multimodal improvements including a multi-use trail along both sides of the roadway are being considered.

As part of this evaluation, the following intersections were analyzed for traffic control and geometric changes under existing and future 2050 conditions:

- West 270th Street at County State Aid Highway (CSAH) 15 (also known as Drexel Avenue)
- Alton Avenue at West 270th Street
- Alton Avenue at 7th Street NE
- Alton Avenue at Trunk Highway (TH) 19 (also known as Main Street E)

Additionally, two future access locations were analyzed along Alton Avenue:

- Between 270th Street and 7th Street NE
- Between 7th Street NE and TH 19

This memorandum includes a crash analysis of the corridor, intersection control warrants, and recommendations for improvements along the corridor.

EXISTING CONDITIONS

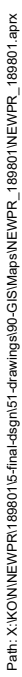
Alton Avenue is a two-lane undivided north-south roadway that is functionally classified as a local roadway; it is not paved. There is no posted speed limit along Alton Avenue. Alton Avenue currently provides access to residential land use in the study area and several homes have direct driveway access to the roadway. No sidewalks exist along Alton avenue.

CSAH 15 is a two-lane undivided local roadway that runs north-south north of West 270th Street and east-west west of West 270th Street. Through the project area, CSAH 15 has a posted speed limit of 55 mph. The Average Annual Daily Traffic (AADT) along CSAH 15 is 3,050 vehicles per day (vpd).

West 270th Street is a two-lane undivided east-west local roadway; it is not paved. There is no posted speed limit on West 270th Street in the study area, so the default speed limit is assumed to be 55 mph.

TH 19 (Main Street E) is a east-west A Minor Arterial that extends west through the City of New Prague and east to Panama Avenue. The posted speed limit along TH 19 is 35 mph through the study area. The intersection of TH 19 and Alton Avenue is a single-lane roundabout, with marked pedestrian crossings on all approaches. The AADT along TH 19 is 7,700 vpd.

Figure 1 shows the project location.



Project: 189801
Print Date: 6/23/2026

Project Location Alton Ave Feasibility Study New Prague, Minnesota
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Figure 1

Data Collection

13-hour intersection turning movement data was collected at the following locations on Tuesday January 27, 2026:

- W 270th Street at CSAH 15
- Alton Avenue at W 270th Street
- Alton Avenue at 7th Street NE
- Alton Avenue at TH 19

As part of this count, passenger vehicles, heavy vehicles, pedestrians, and bicyclists were separated. The AM peak hour was determined to be 6:45 to 7:45 AM and the PM peak hour was determined to be 4:15 to 5:15 PM. **Figure 2** shows the 2026 existing estimated daily traffic volumes based on the turning movement counts. The full 13-hour turning movement counts are included in **Attachment A**.

Figure 2 – Existing Daily Traffic Volumes



Crash History

The most recent five years of crash data, from January 1, 2021 through December 31, 2025 was obtained from the MnDOT Crash Mapping Analysis Tool (MnCMAT2). The type and severity of crashes were reviewed, and crash rates were calculated for the four study intersections. A total of four crashes occurred at the study intersections and two segment crashes occurred along Alton Avenue between the intersections.

Crash severity is separated into five categories based on injuries sustained during the crash.

- Fatal – Crash that results in a death.
- Severity A – Crash that results in serious injury.
- Severity B – Crash that results in minor injury.
- Severity C – Crash that results in possible injury.
- Property Damage – Crash that results in property damage only, with no injuries.

The crash rate at each intersection is expressed as the number of crashes per million entering vehicles (MEV). The critical crash rate is a statistical value that is unique to each intersection and is based on vehicular exposure and the statewide average crash rate for similar intersections. An intersection with a crash rate higher than the calculated critical rate can indicate a safety concern at the intersection and the site should be further reviewed.

The following trends were observed from the crashes along Alton Avenue:

- There were no fatal crashes at intersections or segments.
- There was one Severity A crash that occurred at the segment between 7th Street NE and TH 19.
- There were no pedestrian or bicycle crashes.
- Intersection Crashes:
 - Four crashes, including one Severity B and three Property Damage Only crashes.
 - Three crashes were single vehicle only and one crash was a rear end type crash.
 - None of the intersections exceed the Critical Crash Rate (CCR) or Fatal and Severe Injury Rate (FAR).
- Segment Crashes:
 - Two crashes, including one Severity A and one Property Damage only crash.
 - Both crashes were single vehicle only.
 - Neither segment exceeds the CCR or the FAR.

Crash information for the study intersections is summarized in **Table 1** and **Table 2**, and crash information for the study segments is summarized in **Table 3** and **Table 4**.

Table 1 – Intersection Crash History (January 2021 – December 2025)

Intersection	Crash Severity						Crash Rates		
	Fatal	Sev A	Sev B	Sev C	Property Damage	Total	Int. Rate	Critical Rate	Critical Index
W 270th St at CSAH 15	0	0	0	0	0	0	0.00	0.37	0.00
Alton Ave at W 270th St	0	0	1	0	2	3	0.28	0.35	0.79
Alton Ave at 7th St NE	0	0	0	0	0	0	0.00	0.36	0.00
Alton Ave at TH 19	0	0	0	0	1	1	0.05	1.54	0.03

Table 2 – Intersection Crash Type (January 2021 – December 2025)

Intersection	Crash Types					
	Right Angle	Side Swipe	Rear End	Head On	Single Vehicle	Total
W 270th St at CSAH 15	0	0	0	0	0	0
Alton Ave at W 270th St	0	0	0	0	3	3
Alton Ave at 7th St NE	0	0	0	0	0	0
Alton Ave at TH 19	0	0	1	0	0	1

Table 3 – Roadway Segment Crash History (January 2021 – December 2025)

Segment		Crash Severity						Crash Rate	Critical Index
From	To	Fatal	Sev A	Sev B	Sev C	Property Damage	Total		
CSAH 15	W 270th St	0	0	0	0	0	0	0.00	0.00
W 270th St	7th St NE	0	0	0	0	1	1	0.10	0.10
7th St NE	TH 19	0	1	0	0	0	1	0.09	0.16

Table 4 – Roadway Segment Crash Type (January 2021 – December 2025)

Segment		Crash Types					
From	To	Right Angle	Side Swipe	Rear End	Head On	Single Vehicle	Total
CSAH 15	W 270th St	0	0	0	0	0	0

W 270th St	7th St NE	0	0	0	0	1	1
7th St NE	TH 19	0	0	0	0	1	1

FUTURE CONDITIONS

Background Traffic Forecasts

The Scott County Travel Demand Model (TDM) was reviewed in the study area, and the outputs were used to develop background traffic growth forecasts. Based on the TDM, a background annual growth rate of one percent was selected for all study roadways. **Table 5** shows the most recent daily traffic volumes based on the 2026 traffic counts and the 2050 forecasted roadway ADTs.

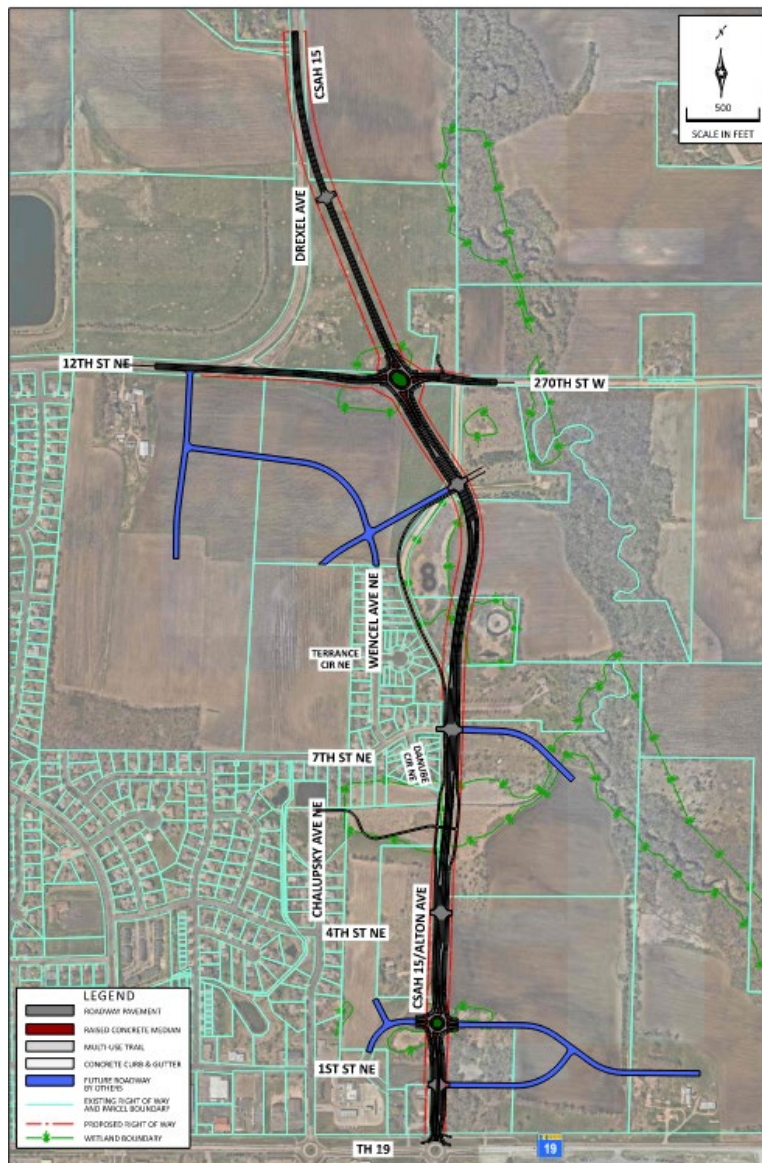
Table 5 – 2050 Background Traffic Forecasts

Roadway	Location	MnDOT AADT (year)	2026 Count ADT	Annual Growth Rate	2045 Forecast ADT
CSAH 15	North of W 270th St	2,960 (2023)	2,800	1.0%	3,500
W 270th St	West of CSAH 15	2,550 (2018)	3,070	1.0%	3,800
	West of Alton Ave		350	1.0%	410
	East of Alton Ave		300	1.0%	350
Alton Ave	South of W 270th St		180	1.0%	230
	North of TH 19		250	1.0%	260
TH 19	West of Alton Ave	7,338 (2022)	8,300	1.0%	10,250
	East of Alton Ave	8,400 (2025)	9,200	1.0%	11,380

Proposed Roadway Alignment

The proposed Alton Avenue alignment is shown in **Figure 3**. The layout consolidates the existing Alton Avenue/W 270th Street and CSAH 15/W 270th Street intersections into a single intersection with roundabout control. The proposed improvements also include new access points along Alton Avenue between W 270th Street and 7th Street NE as well as between 7th Street NE and TH 19 to support future development needs.

Figure 3 – Proposed Roadway Alignment



Trip Generation and Trip Distribution

Trip Generation

To determine future turning movement volumes at the study intersections, trip generation was completed for the proposed development in the study area. The proposed development includes the following land uses:

- Two Residential developments on the west side of Alton Avenue
- Approximately 20,000 square foot supermarket northeast of the Alton Avenue/TH 19 intersection.
- Approximately 3,000 square foot fast food restaurant northeast of the Alton Avenue/TH 19 intersection.
- Approximately 2,200 square foot coffee shop northeast of the Alton Avenue/TH 19 intersection.

A more detailed traffic analysis will be completed for the development northeast of the of the Alton Avenue/TH 19 intersection. The *Institute of Transportation Engineers Trip Generation Manual, 12th Edition* was used to estimate the peak hour and daily trips for each land use as well as the hourly distribution of the exiting and entering trips by land use. **Table 6** summarizes the trip generation for the daily, AM peak hour, and PM peak hour for the development.

Table 6 – Trip Generation

Development (ITE Code)	Units/Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Supermarket (850)	19.9 ksf	1,837	35	24	59	88	87	175
Fast-Food Restaurant with Drive Through Window (934)	2.9 ksf	1,313	49	48	97	48	45	93
Coffee/Donut Shop with Drive Through Window (937)	2.2 ksf	1,321	96	92	188	43	43	86
Single-Family Detached Housing (210)	157 units	1,427	30	80	110	91	55	146
Single-Family Detached Housing (210)	17 units	155	3	9	12	10	6	16
Single-Family Attached Housing (215)	32 units	210	4	11	15	9	7	16
Total		6,263	217	264	481	289	243	532

Trip Distribution

Trip distribution for the proposed development in the study area was developed based on the proposed site access points onto Alton Avenue. Distribution assumptions for each development area are summarized below.

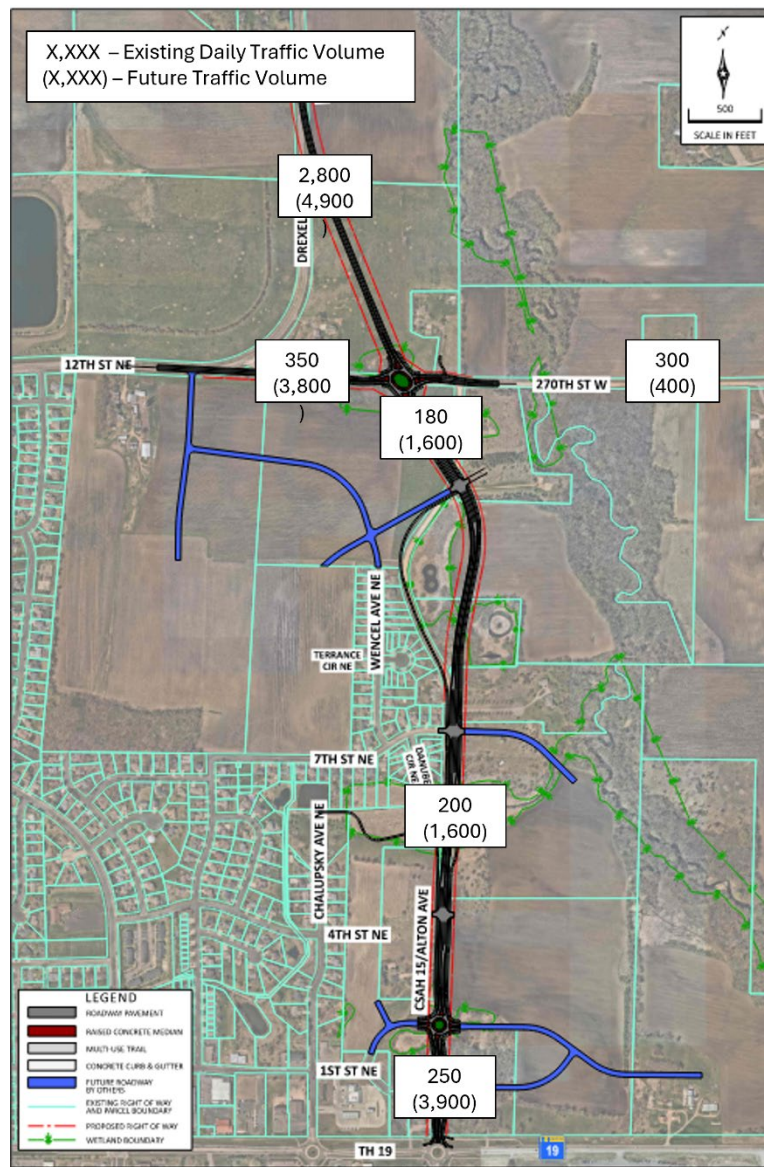
- **157-unit residential development**
 - Based on existing turning movement counts, it was assumed that 20 percent of the generated trips would access Alton Avenue via 7th Street NE. Of these trips, 50 percent were assumed to travel to/from the north and 50 percent to/from the south.
- **49-unit residential development**
 - For the 49-unit residential development, including both single-family detached and single-family attached housing, it was assumed that 50 percent of the development trips would access Alton Avenue via a proposed new access point between TH 19 and 7th Street NE. These trips were assumed to be evenly split, with 50 percent traveling to/from the north and 50 percent to/from the south.
- **Development northeast of the Alton Avenue/TH 19 intersection**
 - It was assumed that 100 percent of the generated trips would access Alton Avenue via a proposed new access between TH 19 and 7th Street NE. Of these trips, 25 percent were assumed to travel to/from the north and 75 percent to/from the south. Trips traveling to/from the south were further assumed to be evenly split between eastbound and westbound movements on TH 19.

Development Traffic Volumes

Under future build conditions, which include the background traffic growth and traffic generated by the proposed development, daily traffic volumes along Alton Avenue remain relatively low. As shown in **Figure 4**, forecasted daily traffic volumes on Alton Avenue range from approximately 1,600 vpd north of 7th Street NE to approximately 3,900 vpd north of TH 19. These volumes are well below the typical daily planning-level capacity of a two-lane roadway, which is approximately 10,000 vpd.

Given the forecasted daily traffic volumes, Alton Avenue is expected to operate acceptably as a two-lane facility under future conditions. Maintaining a two-lane roadway cross-section would be sufficient to accommodate projected traffic demands.

Figure 4 – Future Traffic Volumes



BUILD TRAFFIC ANALYSIS

A traffic signal warrant analysis was completed for the 2050 build conditions, which includes the background traffic growth and development trips.

Intersection control evaluations rely on traffic control warrants to assess the different options available at any intersection. To determine the control options, warrants are evaluated to assess where control changes can be made based on volumes. The results are used to aid in the evaluation of traffic safety and traffic operations at the study intersection.

Traffic Control Warrant Analysis

The Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD) provides guidance on when it may be appropriate to use all-way stop or signal control at an intersection. This guidance is provided in the form of “warrants”, or criteria, and engineering analysis of the intersection’s design factors to determine when all-way stop or signal control may be justified. All-way stop or signal control should not be installed at an intersection unless a MnMUTCD warrant is met. Meeting a control warrant at an intersection does not in itself require the installation of a particular control type. The specific control type also requires an engineering analysis of the intersection’s design for it to be justified. Roundabouts are warranted if traffic volumes meet the criteria for either all-way stop or traffic signal control, or if there is a need to address an existing safety issue.

Requirements for Installation of a Traffic Signal

The main volume warrant used includes Warrant 1, which requires eight hours of combined major approach volumes and the highest minor street approach volume to meet MnMUTCD thresholds (Chapter 4C). These thresholds vary with the number of approach lanes on the major and minor street. However, other warrants may be used as indicators of a need to consider a traffic control change. In this analysis, Warrant 2 (4-hour volumes) and Warrant 3 (peak hour volumes) were also reviewed; Warrant 7 (Crash Experience) was also reviewed but not applicable at any study intersection as there were not 5 correctable crashes in a 12-month period as required.

An engineering study that considers factors, including warrants, should be performed to determine the type of control at an intersection.

Warrant Analysis Assumptions

MnMUTCD guidelines suggest that for the purpose of warrant analysis, 100% of right turning traffic from the minor leg should be removed because right turning vehicles are typically able to enter the traffic stream with minimal delay or conflict; the right turning traffic would not require a signal to reduce delay or improve safety. In certain circumstances (i.e. high right turn volume, minimal mainline gaps, etc.), standard practice allows for the inclusion of 50% of the minor street right turning traffic in the analysis.

- Based upon guidance, this warrant analysis includes all right turning traffic on the minor approaches for all intersections. This is due to the shared left-through-right lane on the minor approaches that can limit right turning traffic flow.

MnMUTCD guidelines suggest that the warrant thresholds may also be reduced based on the roadway speeds and population of the city the intersection is within. If either major approach to the intersection has a posted speed, or 85th percentile speed, that exceeds 40 mph, then a reduction to 70% of the threshold volumes is allowed. If the population of the city is less than 10,000 people, a reduction to 70% of the threshold volumes is allowed.

- Based upon guidance, a reduction was taken for roadway speed.

Warrant Analysis Results

Table 7 shows the results of the evaluated study intersections under the future Build 2050 volumes. **Attachment B** includes the full warrant analysis exhibits. Based on the warrant analysis, the only intersection that meets both the all way stop warrant and traffic signal warrant 1 and 2.

Table 7 – Traffic Control Warrant Results (Build 2050)

Intersection (Proposed Control)	All-Way Stop Warrant	Traffic Signal Warrants		
		Warrant 1 (8-hour)	Warrant 2 (4-hour)	Warrant 3 (Peak hour)
Alton Ave at W 270th St (Roundabout Control)	Not Met 1 of 8 hours	Not Met 0 of 8 hours	Not Met 1 of 4 hours	Not Met 0 of 1 hour
Alton Ave at new access between W 270th St and 7th St NE (Minor Street Stop)	Not Met 0 of 8 hours	Not Met 0 of 8 hours	Not Met 0 of 4 hours	Not Met 0 of 1 hour
Alton Ave at 7th St NE (Minor Street Stop)	Not Met 0 of 8 hours	Not Met 0 of 8 hours	Not Met 0 of 4 hours	Not Met 0 of 1 hour
Alton Ave at new access between 7th St NE and TH 19 (Roundabout Control)	Not Met 1 of 8 hours	Not Met 0 of 8 hours	Not Met 0 of 4 hours	Not Met 0 of 1 hour
Alton Ave at TH 19 (Roundabout Control)	Met 9 of 8 hours	Met 11 of 8 hours	Met 6 of 4 hours	Not Met 0 of 1 hour

CONCLUSION

Based on the traffic analysis completed for the Alton Avenue Feasibility Study, future traffic volumes along Alton Avenue are projected to remain relatively low, even under the build conditions that include background traffic growth and traffic generated by the proposed development. Forecasted daily volumes along Alton Avenue are well below the typical planning-level capacity of a two-lane roadway (10,000 vpd), indicating that a two-lane cross-section is sufficient to accommodate anticipated traffic demands along the corridor.

The traffic control warrant analysis shows that under future build conditions, none of the study intersections along Alton Avenue meet MnMUTCD warrants for all-way stop control or traffic signal control except for the intersection of Alton Avenue at TH 19.

KMP

Attachment A: Turning Movement Counts

Attachment B: Warrant Analysis Results

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ATTACHMENT 1: TURNING MOVEMENT COUNTS

Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud

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SEH

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	Drexel Avenue				W 270th Street				N/A				W 270th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	0	5	0	0	0	0	0	0	0	0	0	13	0	0	0	18
6:15	0	0	7	0	0	0	1	0	0	0	0	0	18	0	0	0	26
6:30	0	0	10	0	0	1	0	0	0	0	0	0	23	2	0	0	36
6:45	0	0	48	0	0	4	1	0	0	0	0	0	23	3	0	0	79
7:00	0	0	64	0	0	12	2	0	0	0	0	0	34	1	0	0	113
7:15	1	0	76	0	0	11	1	0	0	0	0	0	58	6	0	0	153
7:30	0	0	26	0	0	7	0	0	0	0	0	0	34	2	0	0	69
7:45	0	0	24	0	0	3	0	0	0	0	0	0	17	0	0	0	44
8:00	0	0	20	0	0	0	0	0	0	0	0	0	9	1	0	0	30
8:15	0	0	33	0	0	6	1	0	0	0	0	0	20	1	0	0	61
8:30	1	0	14	0	0	4	0	0	0	0	0	0	15	2	0	0	36
8:45	0	0	29	0	0	2	0	0	0	0	0	0	19	2	0	0	52
9:00	1	0	18	0	0	6	1	0	0	0	0	0	19	2	0	0	47
9:15	0	0	19	0	0	4	0	0	0	0	0	0	4	1	0	0	28
9:30	0	0	12	0	0	2	1	0	0	0	0	0	15	4	0	0	34
9:45	0	0	14	0	0	0	0	0	0	0	0	0	9	1	0	0	24
10:00	0	0	9	0	0	1	0	0	0	0	0	0	9	0	0	0	19
10:15	1	0	16	0	0	1	2	0	0	0	0	0	27	4	0	0	51
10:30	0	0	9	0	0	0	0	0	0	0	0	0	14	3	0	0	26
10:45	0	0	11	0	0	1	0	0	0	0	0	0	19	0	0	0	31
11:00	0	0	13	0	0	1	0	0	0	0	0	0	11	0	0	0	25
11:15	1	0	8	0	0	0	0	0	0	0	0	0	19	2	0	0	30
11:30	0	0	7	0	0	1	0	0	0	0	0	0	8	0	0	0	16
11:45	0	0	9	0	0	2	0	0	0	0	0	0	8	2	0	0	21
12:00	0	0	7	0	0	0	1	0	0	0	0	0	20	2	0	0	30
12:15	0	0	11	0	0	0	0	0	0	0	0	0	10	3	0	0	24
12:30	0	0	22	0	0	3	0	0	0	0	0	0	5	1	0	0	31
12:45	0	0	13	0	0	0	0	0	0	0	0	0	21	0	0	0	34
13:00	0	0	14	0	0	0	0	0	0	0	0	0	7	0	0	0	21
13:15	1	0	11	0	0	1	0	0	0	0	0	0	10	3	0	0	26
13:30	0	0	14	0	0	0	0	0	0	0	0	0	22	0	0	0	36
13:45	0	0	15	0	0	1	0	0	0	0	0	0	12	3	0	0	31
14:00	0	0	10	0	0	1	0	0	0	0	0	0	16	0	0	0	27
14:15	0	0	22	0	0	2	0	0	0	0	0	0	17	2	0	0	43
14:30	0	0	25	0	0	2	1	0	0	0	0	0	63	11	0	0	102
14:45	1	0	15	0	0	2	0	0	0	0	0	0	37	2	0	0	57
15:00	0	0	17	0	0	1	0	0	0	0	0	0	23	3	0	0	44
15:15	1	0	26	0	0	4	2	0	0	0	0	0	19	1	0	0	53
15:30	1	0	35	0	0	5	0	0	0	0	0	0	20	2	0	0	63
15:45	2	0	32	0	0	2	0	0	0	0	0	0	30	3	0	0	69
16:00	0	0	19	0	0	2	0	0	0	0	0	0	18	4	0	0	43
16:15	0	0	46	0	0	1	0	0	0	0	0	0	15	1	0	0	63
16:30	0	0	64	0	0	4	0	0	0	0	0	0	24	4	0	0	96
16:45	0	0	57	0	0	7	0	0	0	0	0	0	33	2	0	0	99
17:00	0	0	36	0	0	2	1	0	0	0	0	0	19	1	0	0	59
17:15	1	0	38	0	0	7	1	0	0	0	0	0	16	0	0	0	63
17:30	2	0	41	0	0	4	0	0	0	0	0	0	11	0	0	0	58
17:45	1	0	32	0	0	6	0	0	0	0	0	0	7	3	0	0	49
18:00	0	0	23	0	0	5	0	0	0	0	0	0	14	1	0	0	43
18:15	0	0	28	0	0	4	1	0	0	0	0	0	10	1	0	0	44
18:30	0	0	29	0	0	4	0	0	0	0	0	0	22	3	0	0	58
18:45	1	0	36	0	0	6	0	0	0	0	0	0	14	4	0	0	61
Total	16	0	1239	0	0	145	17	0	0	0	0	0	980	99	0	0	2496
Cars+	16	0	1201	0	0	135	16	0	0	0	0	0	956	96	0	0	2420
Trucks	0	0	38	0	0	10	1	0	0	0	0	0	24	3	0	0	76
% Trucks	0.0	0.0	3.1	0.0	0.0	6.9	5.9	0.0	0.0	0.0	0.0	0.0	2.4	3.0	0.0	0.0	3.0
	3.0				6.8				0.0				2.5				3.0

Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud

Section 9, Item a.

SEH

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	Drexel Avenue				W 270th Street				N/A				W 270th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	0	0	5	0	0	0	0	0	0	0	0	0	11	0	0	0	16
6:15	0	0	7	0	0	0	1	0	0	0	0	0	16	0	0	0	24
6:30	0	0	10	0	0	1	0	0	0	0	0	0	23	2	0	0	36
6:45	0	0	47	0	0	4	1	0	0	0	0	0	23	3	0	0	78
7:00	0	0	60	0	0	8	2	0	0	0	0	0	34	1	0	0	105
7:15	1	0	76	0	0	11	1	0	0	0	0	0	58	5	0	0	152
7:30	0	0	26	0	0	7	0	0	0	0	0	0	34	2	0	0	69
7:45	0	0	24	0	0	3	0	0	0	0	0	0	15	0	0	0	42
8:00	0	0	20	0	0	0	0	0	0	0	0	0	6	1	0	0	27
8:15	0	0	33	0	0	6	1	0	0	0	0	0	20	1	0	0	61
8:30	1	0	13	0	0	4	0	0	0	0	0	0	14	2	0	0	34
8:45	0	0	28	0	0	0	0	0	0	0	0	0	18	2	0	0	48
9:00	1	0	14	0	0	6	1	0	0	0	0	0	19	2	0	0	43
9:15	0	0	18	0	0	4	0	0	0	0	0	0	4	1	0	0	27
9:30	0	0	10	0	0	2	1	0	0	0	0	0	15	4	0	0	32
9:45	0	0	14	0	0	0	0	0	0	0	0	0	9	1	0	0	24
10:00	0	0	9	0	0	1	0	0	0	0	0	0	9	0	0	0	19
10:15	1	0	14	0	0	1	2	0	0	0	0	0	26	4	0	0	48
10:30	0	0	9	0	0	0	0	0	0	0	0	0	14	3	0	0	26
10:45	0	0	11	0	0	1	0	0	0	0	0	0	19	0	0	0	31
11:00	0	0	12	0	0	1	0	0	0	0	0	0	11	0	0	0	24
11:15	1	0	8	0	0	0	0	0	0	0	0	0	19	2	0	0	30
11:30	0	0	7	0	0	1	0	0	0	0	0	0	8	0	0	0	16
11:45	0	0	9	0	0	1	0	0	0	0	0	0	8	2	0	0	20
12:00	0	0	6	0	0	0	0	0	0	0	0	0	20	2	0	0	28
12:15	0	0	11	0	0	0	0	0	0	0	0	0	10	3	0	0	24
12:30	0	0	22	0	0	3	0	0	0	0	0	0	5	1	0	0	31
12:45	0	0	12	0	0	0	0	0	0	0	0	0	20	0	0	0	32
13:00	0	0	13	0	0	0	0	0	0	0	0	0	6	0	0	0	19
13:15	1	0	11	0	0	1	0	0	0	0	0	0	9	3	0	0	25
13:30	0	0	12	0	0	0	0	0	0	0	0	0	20	0	0	0	32
13:45	0	0	15	0	0	1	0	0	0	0	0	0	12	3	0	0	31
14:00	0	0	10	0	0	1	0	0	0	0	0	0	16	0	0	0	27
14:15	0	0	21	0	0	2	0	0	0	0	0	0	15	2	0	0	40
14:30	0	0	24	0	0	2	1	0	0	0	0	0	63	11	0	0	101
14:45	1	0	15	0	0	2	0	0	0	0	0	0	34	1	0	0	53
15:00	0	0	16	0	0	1	0	0	0	0	0	0	23	3	0	0	43
15:15	1	0	25	0	0	4	2	0	0	0	0	0	19	1	0	0	52
15:30	1	0	32	0	0	2	0	0	0	0	0	0	20	2	0	0	57
15:45	2	0	31	0	0	2	0	0	0	0	0	0	28	2	0	0	65
16:00	0	0	19	0	0	2	0	0	0	0	0	0	18	4	0	0	43
16:15	0	0	45	0	0	1	0	0	0	0	0	0	15	1	0	0	62
16:30	0	0	61	0	0	4	0	0	0	0	0	0	24	4	0	0	93
16:45	0	0	55	0	0	7	0	0	0	0	0	0	33	2	0	0	97
17:00	0	0	36	0	0	2	1	0	0	0	0	0	19	1	0	0	59
17:15	1	0	38	0	0	7	1	0	0	0	0	0	16	0	0	0	63
17:30	2	0	40	0	0	4	0	0	0	0	0	0	11	0	0	0	57
17:45	1	0	32	0	0	6	0	0	0	0	0	0	7	3	0	0	49
18:00	0	0	23	0	0	5	0	0	0	0	0	0	14	1	0	0	43
18:15	0	0	28	0	0	4	1	0	0	0	0	0	10	1	0	0	44
18:30	0	0	29	0	0	4	0	0	0	0	0	0	22	3	0	0	58
18:45	1	0	35	0	0	6	0	0	0	0	0	0	14	4	0	0	60
Total	16	0	1201	0	0	135	16	0	0	0	0	0	956	96	0	0	2420

Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud

Section 9, Item a.

SEH

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

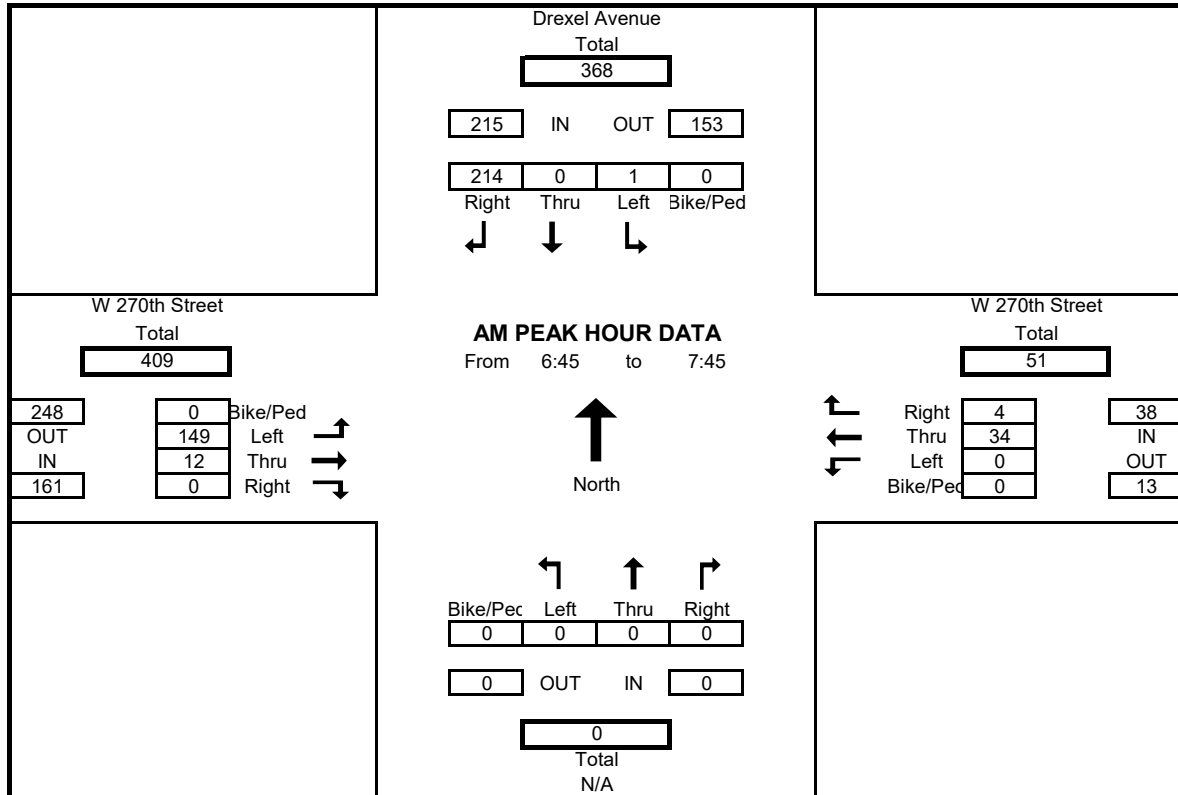
	Drexel Avenue				W 270th Street				N/A				W 270th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
6:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
8:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
8:45	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	4
9:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
13:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:30	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3
14:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4
15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
15:45	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	38	0	0	10	1	0	0	0	0	0	24	3	0	0	76

Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud

AM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Drexel Avenue				W 270th Street				N/A				W 270th Street				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
6:45	0	0	48	0	0	4	1	0	0	0	0	0	23	3	0	0	79
7:00	0	0	64	0	0	12	2	0	0	0	0	0	34	1	0	0	113
7:15	1	0	76	0	0	11	1	0	0	0	0	0	58	6	0	0	153
7:30	0	0	26	0	0	7	0	0	0	0	0	0	34	2	0	0	69
Total	1	0	214	0	0	34	4	0	0	0	0	0	149	12	0	0	414
% App. Total	0.5	0.0	99.5		0.0	89.5	10.5		0.0	0.0	0.0		92.5	7.5	0.0		
PHF	0.250	0.000	0.704	0.000	0.000	0.708	0.500	0.000	0.000	0.000	0.000	0.000	0.642	0.500	0.000	0.000	0.676
% Trucks	0.0	0.0	2.3	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	2.4
	2.3				10.5				0.0				0.6				

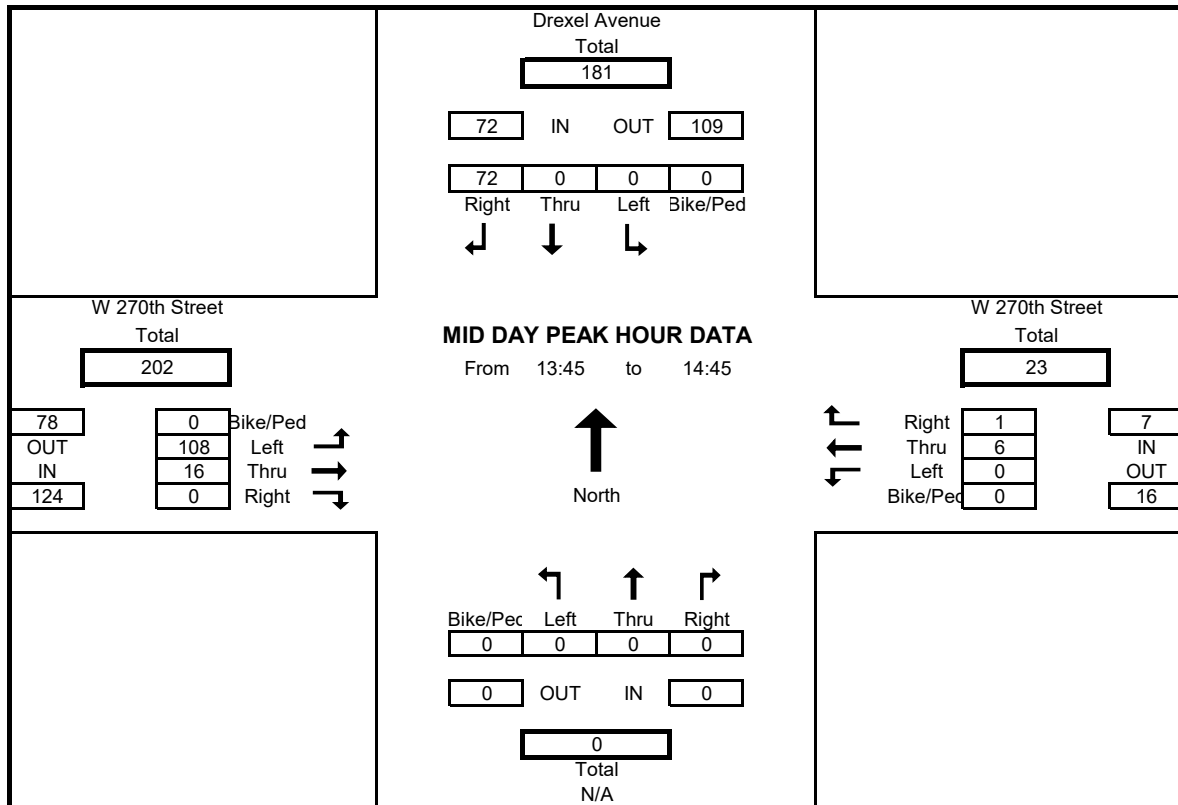


Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud

MID DAY PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Drexel Avenue				W 270th Street				N/A				W 270th Street				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
13:45	0	0	15	0	0	1	0	0	0	0	0	0	12	3	0	0	31
14:00	0	0	10	0	0	1	0	0	0	0	0	0	16	0	0	0	27
14:15	0	0	22	0	0	2	0	0	0	0	0	0	17	2	0	0	43
14:30	0	0	25	0	0	2	1	0	0	0	0	0	63	11	0	0	102
Total	0	0	72	0	0	6	1	0	0	0	0	0	108	16	0	0	203
% App. Total	0.0	0.0	100.0		0.0	85.7	14.3		0.0	0.0	0.0		87.1	12.9	0.0		
PHF	0.000	0.000	0.720	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.000	0.429	0.364	0.000	0.000	0.498
% Trucks	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	2.0
	2.8				0.0				0.0				1.6				



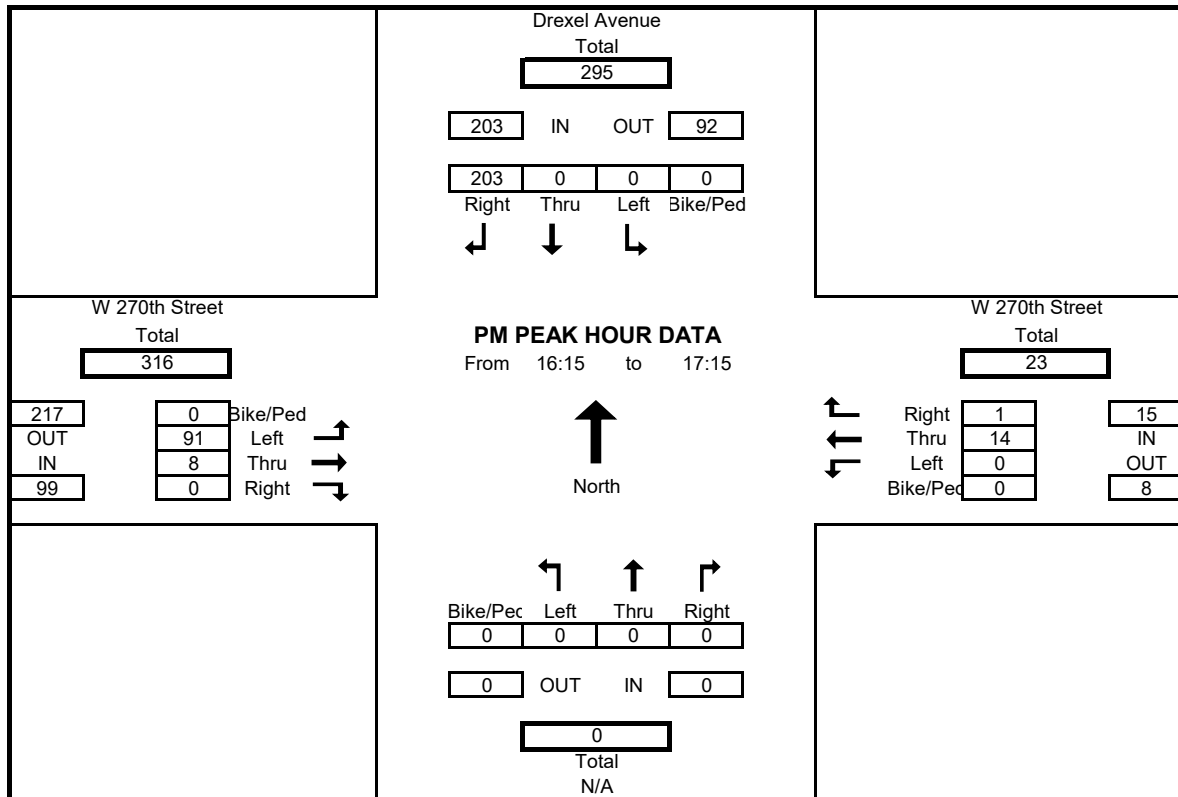
Location: Drexel Avenue at W 270th Street
 Count Date: 1/27/2026
 Counted By: CountCloud

SEH

PM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Drexel Avenue				W 270th Street				N/A				W 270th Street				Int. Total	
	Southbound				Westbound				Northbound				Eastbound					
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped		
16:15	0	0	46	0	0	1	0	0	0	0	0	0	0	15	1	0	0	63
16:30	0	0	64	0	0	4	0	0	0	0	0	0	0	24	4	0	0	96
16:45	0	0	57	0	0	7	0	0	0	0	0	0	0	33	2	0	0	99
17:00	0	0	36	0	0	2	1	0	0	0	0	0	0	19	1	0	0	59
Total	0	0	203	0	0	14	1	0	0	0	0	0	0	91	8	0	0	317
% App. Total	0.0	0.0	100.0		0.0	93.3	6.7		0.0	0.0	0.0			91.9	8.1	0.0		
PHF	0.000	0.000	0.793	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000		0.689	0.500	0.000	0.000	0.801
% Trucks	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
	3.0				0.0				0.0				0.0				1.9	



Location: Alton Avenue at W 270th St
 Count Date: 1/27/2026
 Counted By: CountCloud

Section 9, Item a.

SEH

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	N/A				W 270th St				Alton Avenue				W 270th St				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
6:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	5
6:45	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0	5
7:00	0	0	0	0	1	12	0	0	5	0	1	0	0	2	0	0	21
7:15	0	0	0	0	0	7	0	0	2	0	0	0	0	3	4	0	16
7:30	0	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	9
7:45	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	4
8:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
8:15	0	0	0	0	0	7	0	0	1	0	0	0	0	1	0	0	9
8:30	0	0	0	0	1	2	0	0	0	0	0	0	0	1	1	0	5
8:45	0	0	0	0	0	4	0	0	0	0	1	0	0	1	0	0	6
9:00	0	0	0	0	1	4	0	0	0	0	1	0	0	3	1	0	10
9:15	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	5
9:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	5
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	1	0	0	2	0	1	0	0	4	1	0	9
10:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	4
10:45	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	4
11:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
11:30	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3
11:45	0	0	0	0	0	2	0	0	0	0	1	0	0	2	0	0	5
12:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
12:15	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0	5
12:30	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
13:15	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0	5
13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
14:00	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	4
14:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
14:30	0	0	0	0	1	2	0	0	2	0	1	0	0	6	5	0	17
14:45	0	0	0	0	0	2	0	0	0	0	1	0	0	2	1	0	6
15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
15:15	0	0	0	0	0	4	0	0	2	0	0	0	0	1	1	0	8
15:30	0	0	0	0	1	4	0	0	1	0	1	0	0	2	1	0	10
15:45	0	0	0	0	2	2	0	0	0	0	2	0	0	2	3	0	11
16:00	0	0	0	0	2	2	0	0	0	0	0	0	0	3	1	0	8
16:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
16:30	0	0	0	0	0	3	0	0	1	0	2	0	0	4	0	0	10
16:45	0	0	0	0	0	7	0	0	1	0	1	0	0	1	1	0	11
17:00	0	0	0	0	1	2	0	0	1	0	0	0	0	1	0	0	5
17:15	0	0	0	0	4	6	0	0	2	0	2	0	0	0	1	0	15
17:30	0	0	0	0	0	5	0	0	1	0	0	0	0	1	1	0	8
17:45	0	0	0	0	0	4	0	0	1	0	1	0	0	3	1	0	10
18:00	0	0	0	0	2	5	0	0	0	0	0	0	0	0	1	0	8
18:15	0	0	0	0	0	1	0	0	3	0	0	0	0	1	0	0	5
18:30	0	0	0	0	0	3	0	0	1	0	0	0	0	1	1	0	6
18:45	0	0	0	0	1	7	0	0	0	0	0	0	0	3	2	0	13
Total	0	0	0	0	24	125	0	0	36	0	25	0	0	72	40	0	322
Cars+	0	0	0	0	22	114	0	0	36	0	23	0	0	69	40	0	304
Trucks	0	0	0	0	2	11	0	0	0	0	2	0	0	3	0	0	18
% Trucks	0.0	0.0	0.0	0.0	8.3	8.8	0.0	0.0	0.0	0.0	8.0	0.0	0.0	4.2	0.0	0.0	5.6
	0.0				8.7				3.3				2.7				

Location: Alton Avenue at W 270th St
 Count Date: 1/27/2026
 Counted By: CountCloud

Section 9, Item a.

SEH

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	N/A				W 270th St				Alton Avenue				W 270th St				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
6:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	5
6:45	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0	5
7:00	0	0	0	0	0	8	0	0	5	0	1	0	0	2	0	0	16
7:15	0	0	0	0	0	7	0	0	2	0	0	0	0	2	4	0	15
7:30	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	9
7:45	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	4
8:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
8:15	0	0	0	0	0	7	0	0	1	0	0	0	0	1	0	0	9
8:30	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	4
8:45	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	4
9:00	0	0	0	0	1	4	0	0	0	0	1	0	0	3	1	0	10
9:15	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	5
9:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	5
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	1	0	0	2	0	1	0	0	4	1	0	9
10:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	4
10:45	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	4
11:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
11:30	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3
11:45	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0	5
12:30	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
13:15	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0	5
13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
14:00	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	4
14:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
14:30	0	0	0	0	1	2	0	0	2	0	1	0	0	6	5	0	17
14:45	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	4
15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
15:15	0	0	0	0	0	4	0	0	2	0	0	0	0	1	1	0	8
15:30	0	0	0	0	1	1	0	0	1	0	1	0	0	2	1	0	7
15:45	0	0	0	0	2	2	0	0	0	0	1	0	0	1	3	0	9
16:00	0	0	0	0	2	2	0	0	0	0	0	0	0	3	1	0	8
16:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
16:30	0	0	0	0	0	3	0	0	1	0	2	0	0	4	0	0	10
16:45	0	0	0	0	0	7	0	0	1	0	1	0	0	1	1	0	11
17:00	0	0	0	0	1	2	0	0	1	0	0	0	0	1	0	0	5
17:15	0	0	0	0	4	6	0	0	2	0	2	0	0	0	1	0	15
17:30	0	0	0	0	0	5	0	0	1	0	0	0	0	1	1	0	8
17:45	0	0	0	0	0	4	0	0	1	0	1	0	0	3	1	0	10
18:00	0	0	0	0	2	5	0	0	0	0	0	0	0	0	1	0	8
18:15	0	0	0	0	0	1	0	0	3	0	0	0	0	1	0	0	5
18:30	0	0	0	0	0	3	0	0	1	0	0	0	0	1	1	0	6
18:45	0	0	0	0	1	7	0	0	0	0	0	0	0	3	2	0	13
Total	0	0	0	0	22	114	0	0	36	0	23	0	0	69	40	0	304

Location: Alton Avenue at W 270th St
 Count Date: 1/27/2026
 Counted By: CountCloud

Section 9, Item a.

SEH

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	N/A				W 270th St				Alton Avenue				W 270th St				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	11	0	0	0	0	2	0	0	3	0	0	18

Location: Alton Avenue at W 270th St
 Count Date: 1/27/2026
 Counted By: CountCloud

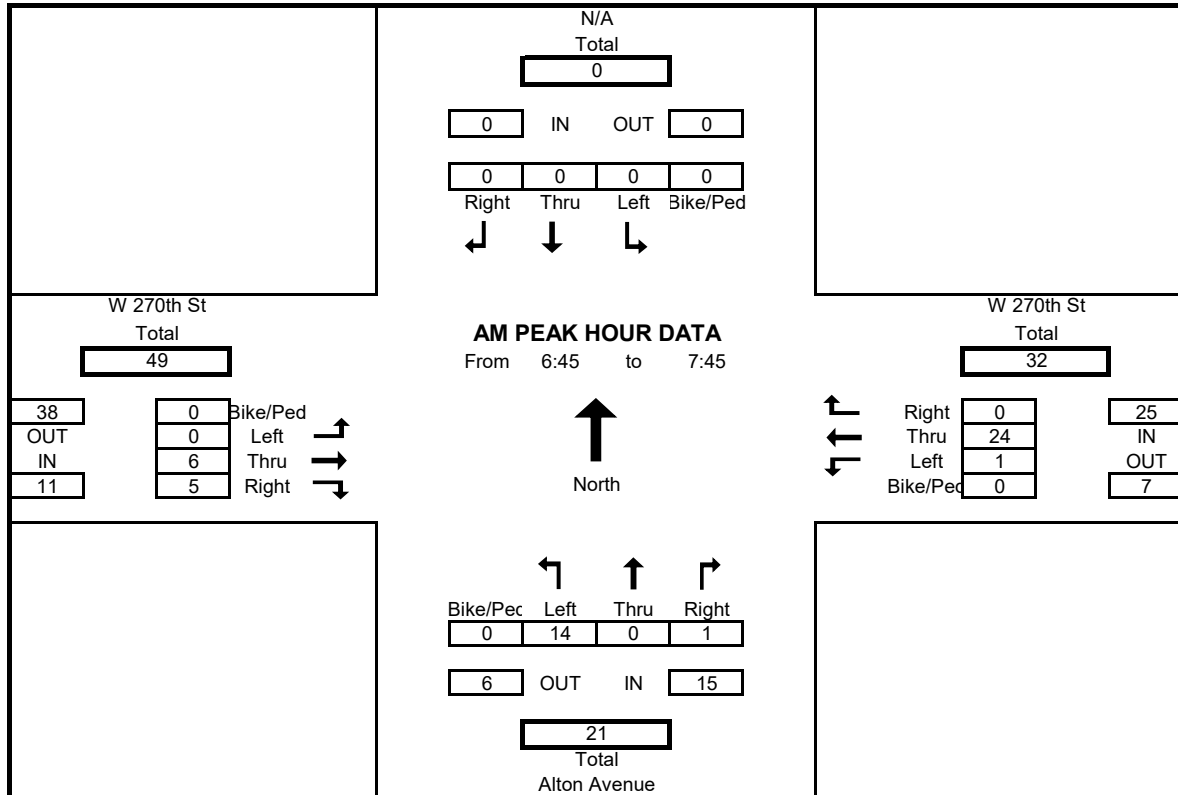
Section 9, Item a.

SEH

AM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	N/A				W 270th St				Alton Avenue				W 270th St				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
6:45	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0	5
7:00	0	0	0	0	1	12	0	0	5	0	1	0	0	2	0	0	21
7:15	0	0	0	0	0	7	0	0	2	0	0	0	0	0	3	4	16
7:30	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	9
Total	0	0	0	0	1	24	0	0	14	0	1	0	0	0	6	5	51
% App. Total	0.0	0.0	0.0		4.0	96.0	0.0		93.3	0.0	6.7		0.0	54.5	45.5		
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.700	0.000	0.250	0.000	0.000	0.500	0.313	0.000	0.607
% Trucks	0.0	0.0	0.0	0.0	100.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	11.8
	0.0				20.0				0.0				9.1				

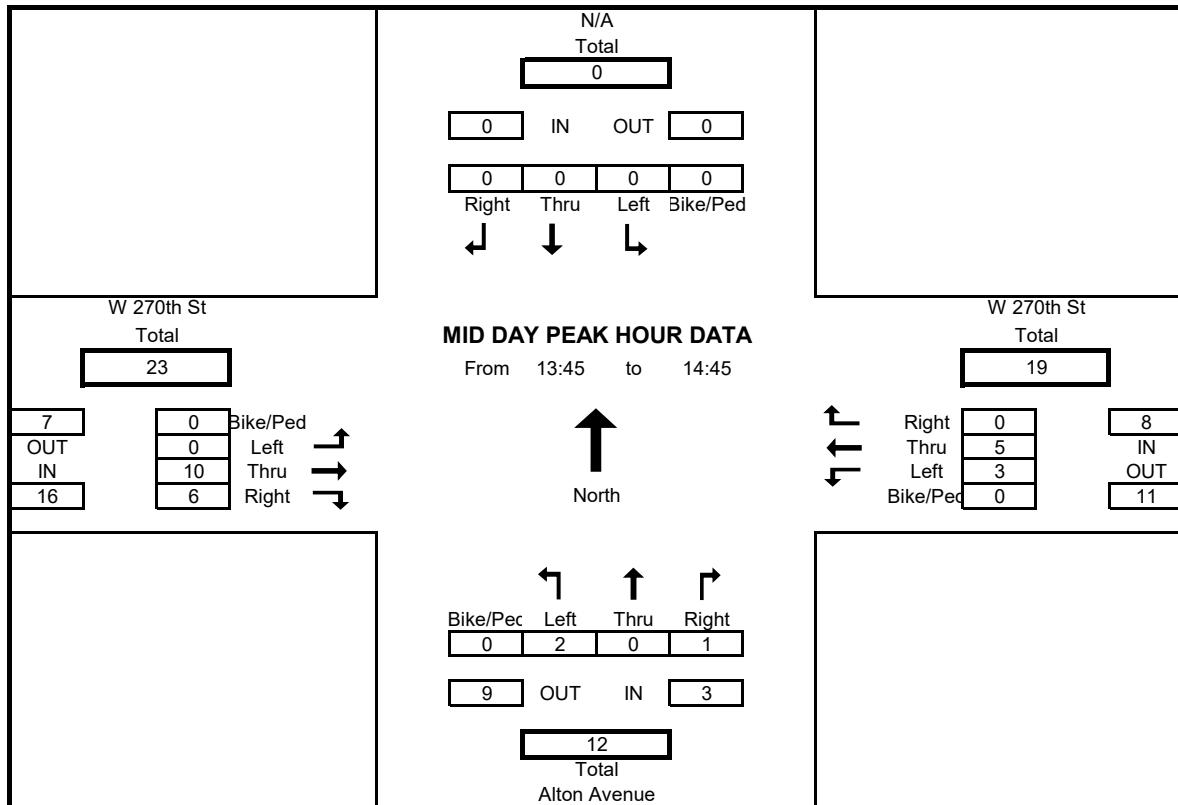


Location: Alton Avenue at W 270th St
 Count Date: 1/27/2026
 Counted By: CountCloud

MID DAY PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	N/A				W 270th St				Alton Avenue				W 270th St				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
14:00	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	4
14:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
14:30	0	0	0	0	1	2	0	0	2	0	1	0	0	6	5	0	17
Total	0	0	0	0	3	5	0	0	2	0	1	0	0	10	6	0	27
% App. Total	0.0	0.0	0.0		37.5	62.5	0.0		66.7	0.0	33.3		0.0	62.5	37.5		
PHF	0.000	0.000	0.000	0.000	0.375	0.625	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.417	0.300	0.000	0.397
% Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	0.0				0.0				0.0				0.0				0.0



Location: Alton Avenue at W 270th St
 Count Date: 1/27/2026
 Counted By: CountCloud

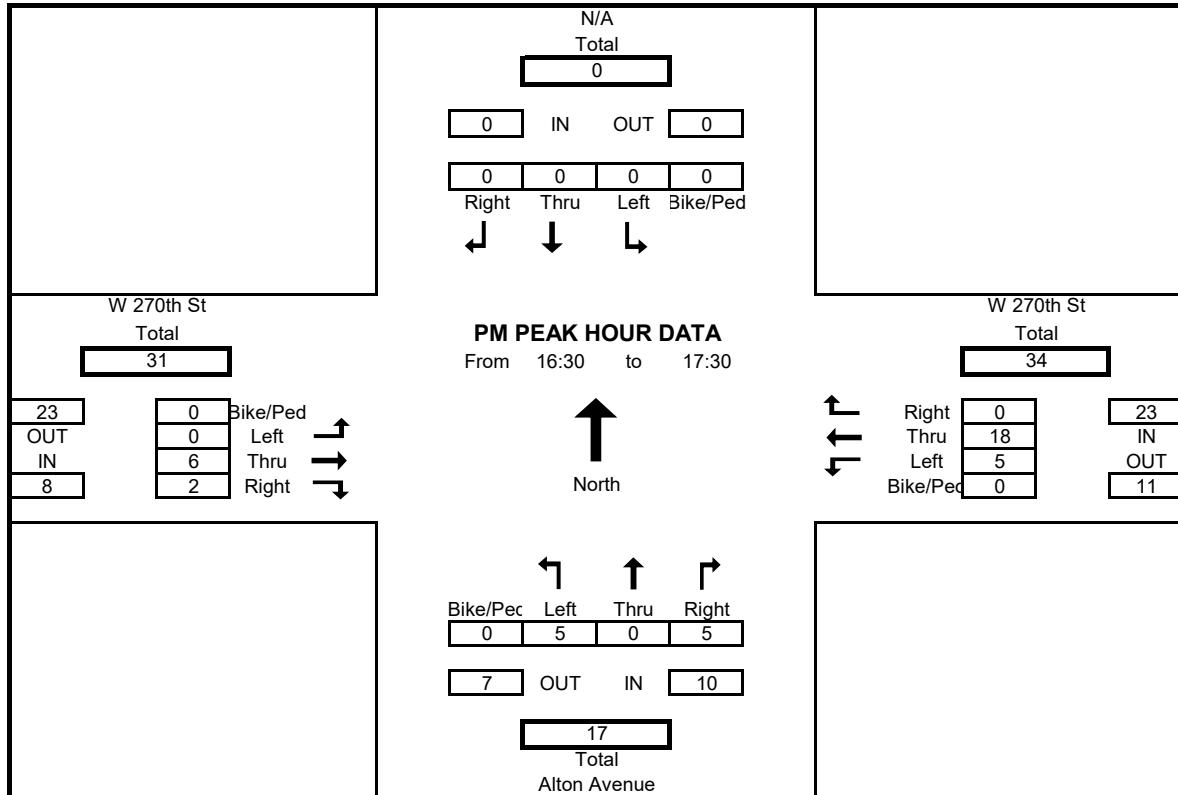
Section 9, Item a.

SEH

PM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	N/A				W 270th St				Alton Avenue				W 270th St				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
16:30	0	0	0	0	0	3	0	0	1	0	2	0	0	4	0	0	10
16:45	0	0	0	0	0	7	0	0	1	0	1	0	0	1	1	0	11
17:00	0	0	0	0	1	2	0	0	1	0	0	0	0	1	0	0	5
17:15	0	0	0	0	4	6	0	0	2	0	2	0	0	0	1	0	15
Total	0	0	0	0	5	18	0	0	5	0	5	0	0	6	2	0	41
% App. Total	0.0	0.0	0.0		21.7	78.3	0.0		50.0	0.0	50.0		0.0	75.0	25.0		
PHF	0.000	0.000	0.000	0.000	0.313	0.643	0.000	0.000	0.625	0.000	0.625	0.000	0.000	0.375	0.500	0.000	0.683
% Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	0.0				0.0				0.0				0.0				0.0



Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud

Section 9, Item a.

SEH

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	Alton Avenue				N/A				Alton Avenue				7th Street NE				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:30	0	3	0	0	0	0	0	0	0	0	0	0	3	0	1	0	7
6:45	0	1	1	0	0	0	0	0	0	3	0	0	3	0	0	0	8
7:00	0	0	3	0	0	0	0	0	1	1	0	0	4	0	2	0	11
7:15	0	3	2	0	0	0	0	0	0	2	0	0	1	0	0	0	8
7:30	0	0	1	0	0	0	0	0	0	1	0	0	2	0	1	0	5
7:45	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	4
8:00	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	6
8:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4
8:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	4
8:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
9:00	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
9:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	3
9:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	4
9:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:15	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	4
10:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
12:00	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	4
12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	5
12:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	3
13:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
13:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	4
13:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
14:00	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	4	1	0	0	0	0	0	0	2	0	0	1	0	0	0	8
14:45	0	2	1	0	0	0	0	0	0	2	0	0	1	0	0	0	6
15:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
15:15	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
15:30	0	1	1	0	0	0	0	0	0	2	0	0	1	0	1	0	6
15:45	0	1	4	0	0	0	0	0	3	1	0	0	4	0	0	0	13
16:00	0	3	3	0	0	0	0	0	1	0	0	0	2	0	2	0	11
16:15	0	1	0	0	0	0	0	0	4	1	0	0	1	0	1	0	8
16:30	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	6
16:45	0	1	0	0	0	0	0	0	2	1	0	0	0	0	2	0	6
17:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	0	5
17:15	0	4	1	0	0	0	0	0	1	2	0	0	2	0	0	0	10
17:30	0	1	1	0	0	0	0	0	2	3	0	0	0	0	1	0	8
17:45	0	0	0	0	0	0	0	0	0	1	0	0	2	0	1	0	4
18:00	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4
18:15	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3
18:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
18:45	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	4
Total	0	41	40	0	0	0	0	0	27	32	0	0	49	0	37	0	226
Cars+	0	41	38	0	0	0	0	0	27	32	0	0	47	0	37	0	222
Trucks	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4
% Trucks	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	0.0	1.8
	2.5				0.0				0.0				2.3				1.8

Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud

Section 9, Item a.

SEH

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

Start Time	Alton Avenue				N/A				Alton Avenue				7th Street NE				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:30	0	3	0	0	0	0	0	0	0	0	0	0	3	0	1	0	7
6:45	0	1	1	0	0	0	0	0	0	3	0	0	3	0	0	0	8
7:00	0	0	2	0	0	0	0	0	1	1	0	0	4	0	2	0	10
7:15	0	3	2	0	0	0	0	0	0	2	0	0	1	0	0	0	8
7:30	0	0	1	0	0	0	0	0	0	1	0	0	2	0	1	0	5
7:45	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	4
8:00	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	6
8:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4
8:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
8:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
9:00	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
9:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	3
9:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	4
9:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:15	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	4
10:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
12:00	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	4
12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	5
12:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	4
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	3
13:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
13:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	4
13:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
14:00	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	4	1	0	0	0	0	0	0	2	0	0	1	0	0	0	8
14:45	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	0	5
15:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
15:15	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
15:30	0	1	1	0	0	0	0	0	0	2	0	0	1	0	1	0	6
15:45	0	1	4	0	0	0	0	0	3	1	0	0	3	0	0	0	12
16:00	0	3	3	0	0	0	0	0	1	0	0	0	2	0	2	0	11
16:15	0	1	0	0	0	0	0	0	4	1	0	0	1	0	1	0	8
16:30	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	6
16:45	0	1	0	0	0	0	0	0	2	1	0	0	0	0	2	0	6
17:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	0	5
17:15	0	4	1	0	0	0	0	0	1	2	0	0	2	0	0	0	10
17:30	0	1	1	0	0	0	0	0	2	3	0	0	0	0	1	0	8
17:45	0	0	0	0	0	0	0	0	0	1	0	0	2	0	1	0	4
18:00	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4
18:15	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3
18:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
18:45	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	4
Total	0	41	38	0	0	0	0	0	27	32	0	0	47	0	37	0	222

Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud

Section 9, Item a.

SEH

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

Start Time	Alton Avenue				N/A				Alton Avenue				7th Street NE				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4

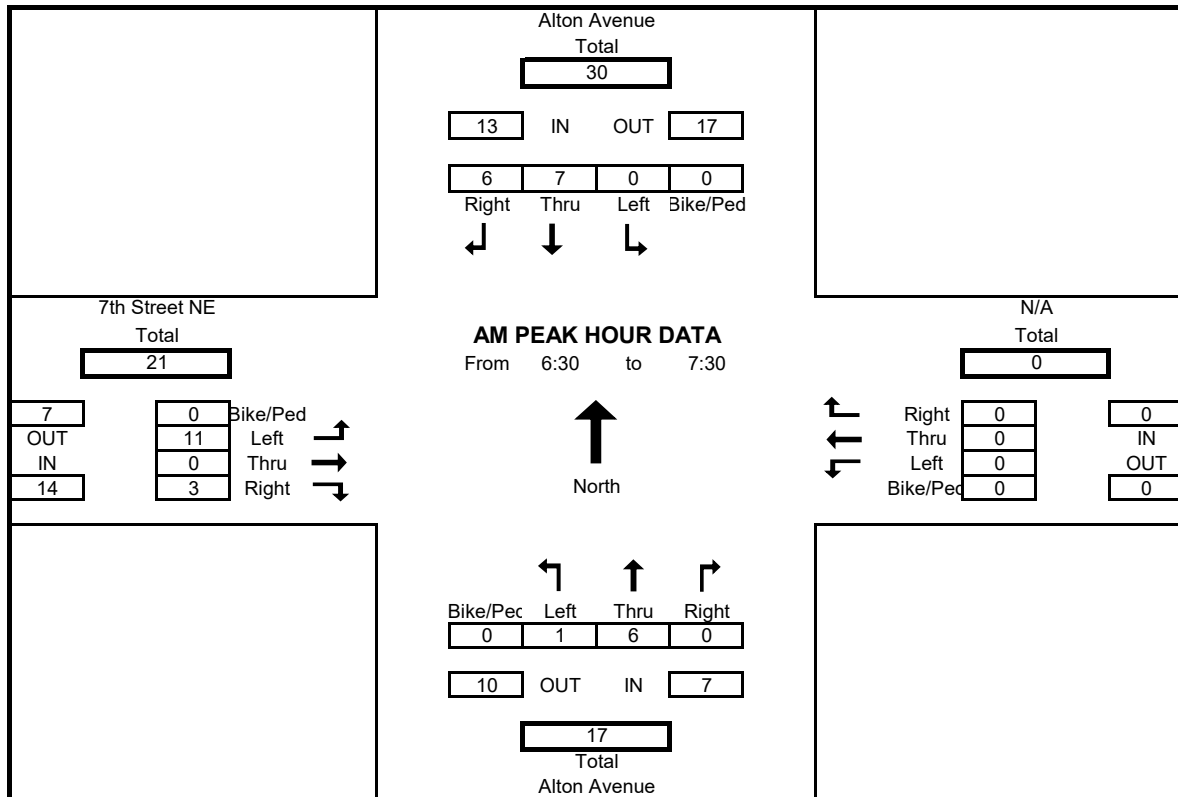
Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud

Section 9, Item a.

AM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Alton Avenue				N/A				Alton Avenue				7th Street NE				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
6:30	0	3	0	0	0	0	0	0	0	0	0	0	3	0	1	0	7
6:45	0	1	1	0	0	0	0	0	0	3	0	0	3	0	0	0	8
7:00	0	0	3	0	0	0	0	0	1	1	0	0	4	0	2	0	11
7:15	0	3	2	0	0	0	0	0	0	2	0	0	1	0	0	0	8
Total	0	7	6	0	0	0	0	0	1	6	0	0	11	0	3	0	34
% App. Total	0.0	53.8	46.2		0.0	0.0	0.0		14.3	85.7	0.0		78.6	0.0	21.4		
PHF	0.000	0.583	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.688	0.000	0.375	0.000	0.773
% Trucks	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7.7				0.0				0.0				0.0				2.9

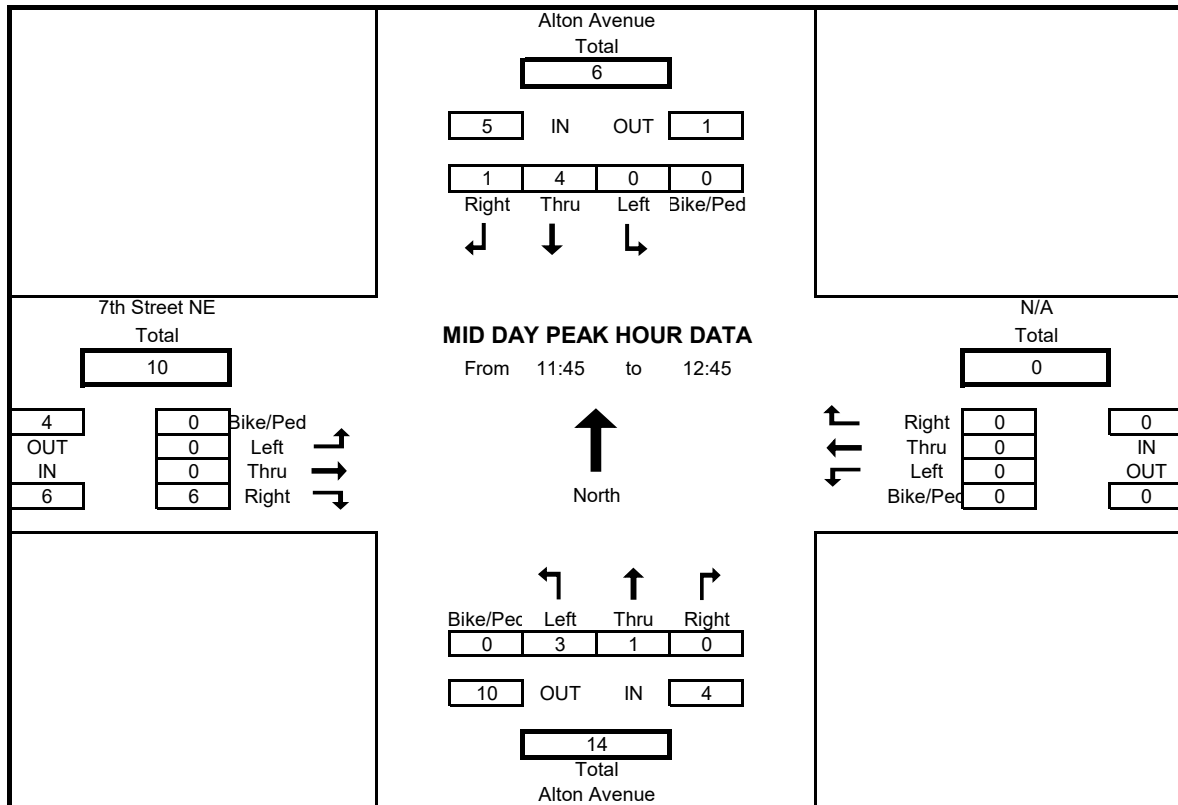


Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud

MID DAY PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Alton Avenue				N/A				Alton Avenue				7th Street NE				Int. Total	
	Southbound				Westbound				Northbound				Eastbound					
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped		
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
12:00	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	4
12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5
12:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	4
Total	0	4	1	0	0	0	0	0	3	1	0	0	0	0	0	6	0	15
% App. Total	0.0	80.0	20.0		0.0	0.0	0.0		75.0	25.0	0.0		0.0	0.0	100.0			
PHF	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.750	0.000		0.750
% Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	0.0				0.0				0.0				0.0				0.0	



Location: Alton Avenue at 7th Street NE
 Count Date: 1/27/2026
 Counted By: CountCloud

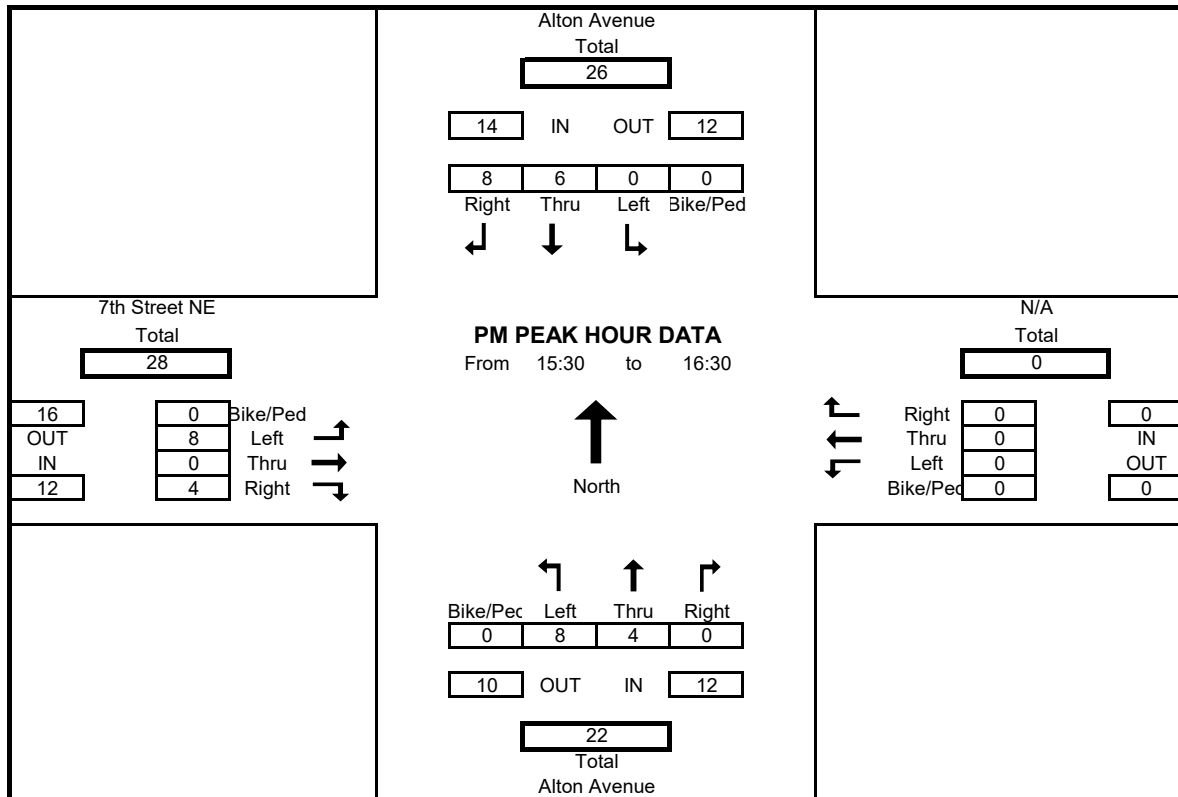
Section 9, Item a.

SEH

PM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Alton Avenue				N/A				Alton Avenue				7th Street NE				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
15:30	0	1	1	0	0	0	0	0	0	2	0	0	1	0	1	0	6
15:45	0	1	4	0	0	0	0	0	3	1	0	0	4	0	0	0	13
16:00	0	3	3	0	0	0	0	0	1	0	0	0	2	0	2	0	11
16:15	0	1	0	0	0	0	0	0	4	1	0	0	1	0	1	0	8
Total	0	6	8	0	0	0	0	0	8	4	0	0	8	0	4	0	38
% App. Total	0.0	42.9	57.1		0.0	0.0	0.0		66.7	33.3	0.0		66.7	0.0	33.3		
PHF	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.500	0.000	0.731
% Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	2.6
	0.0				0.0				0.0				8.3				



Location: Alton Avenue at TH 13/TH 19
Count Date: 1/29/2026
Counted By: CountCloud

Section 9, Item a.

SEH

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	1	0	1	0	4	15	0	0	1	0	12	0	0	42	7	0	83
6:15	1	0	0	0	5	20	0	0	5	0	11	0	1	64	3	0	110
6:30	2	2	0	0	6	28	0	0	0	0	19	0	0	60	3	0	120
6:45	0	0	0	0	4	67	1	0	2	1	23	0	1	53	8	0	160
7:00	3	2	1	0	12	83	2	0	10	1	19	0	1	65	10	0	209
7:15	2	0	2	0	9	107	1	0	11	0	14	0	1	99	15	0	261
7:30	0	0	1	0	9	57	1	0	8	0	16	0	1	85	16	0	194
7:45	1	0	0	0	3	48	0	0	6	2	19	0	0	51	14	0	144
8:00	1	0	1	0	12	38	1	0	6	1	12	0	2	54	3	0	131
8:15	1	0	1	0	7	41	0	0	3	1	14	0	1	50	9	0	128
8:30	2	0	2	0	9	45	1	0	5	0	9	0	1	42	6	0	122
8:45	1	0	1	0	6	58	0	0	1	0	14	0	2	43	6	0	132
9:00	1	1	0	0	9	36	2	0	6	0	18	0	1	63	16	0	153
9:15	0	2	0	0	10	48	0	0	5	1	12	0	1	43	12	0	134
9:30	2	0	0	0	6	42	0	0	5	1	18	0	0	61	6	0	141
9:45	0	1	1	0	7	45	1	0	8	0	13	0	1	43	6	0	126
10:00	0	0	0	0	10	44	0	0	6	0	8	0	0	42	6	0	116
10:15	0	1	0	0	13	45	0	0	3	0	9	0	0	50	2	0	123
10:30	0	0	1	0	3	38	0	0	1	0	10	0	0	41	5	0	99
10:45	0	0	1	0	13	39	0	0	4	0	11	0	0	64	5	0	137
11:00	0	0	1	0	10	49	0	0	5	1	13	0	1	46	7	0	133
11:15	0	0	1	0	11	52	1	0	5	1	6	0	0	45	7	0	129
11:30	0	0	0	0	10	43	1	0	3	1	22	0	0	45	4	0	129
11:45	1	1	1	0	7	58	3	0	3	1	12	0	1	51	8	0	147
12:00	1	1	2	0	12	50	1	0	4	0	8	0	1	56	7	0	143
12:15	0	0	0	0	14	45	2	0	6	3	9	0	1	67	6	0	153
12:30	1	0	0	0	9	46	0	0	11	0	7	0	1	56	4	0	135
12:45	1	0	1	0	11	52	1	0	1	0	8	0	3	49	6	0	133
13:00	1	0	1	0	12	51	2	0	8	1	13	0	0	51	9	0	149
13:15	0	0	0	0	17	58	0	0	7	0	17	0	3	52	6	0	160
13:30	1	0	1	0	8	56	0	0	2	0	9	0	0	45	5	0	127
13:45	2	0	0	0	12	61	1	0	3	0	20	0	0	41	7	1	147
14:00	0	0	1	0	12	52	0	0	8	1	7	1	1	49	6	0	137
14:15	0	1	1	0	12	64	2	0	11	1	12	0	0	70	6	0	180
14:30	5	0	2	1	14	74	1	0	4	1	18	1	0	72	15	0	206
14:45	0	1	1	0	16	47	1	0	7	0	15	0	2	96	14	0	200
15:00	0	0	1	0	14	56	0	0	4	1	12	0	0	54	4	0	146
15:15	0	0	0	0	16	79	0	0	10	0	11	0	0	63	4	0	183
15:30	1	1	0	0	18	67	1	0	3	1	18	0	0	59	7	0	176
15:45	0	2	3	0	17	84	1	0	7	1	13	0	1	71	11	0	211
16:00	0	0	0	0	22	92	1	0	3	1	11	0	0	79	10	0	219
16:15	0	0	1	0	36	110	1	0	5	0	15	0	1	75	6	0	250
16:30	1	1	1	0	27	107	1	0	4	0	17	0	0	65	6	0	230
16:45	1	0	0	0	28	100	0	0	2	1	14	0	0	87	3	0	236
17:00	1	0	1	0	25	86	1	0	8	1	21	0	1	81	4	0	230
17:15	1	3	0	0	19	86	1	0	6	0	13	0	0	64	4	0	197
17:30	1	2	0	0	24	75	0	0	4	2	14	0	0	51	7	0	180
17:45	2	1	0	0	16	70	1	0	8	0	13	0	0	47	3	0	161
18:00	0	0	0	0	11	58	0	0	2	0	21	0	0	50	2	0	144
18:15	0	0	0	0	12	57	2	0	4	0	7	0	0	33	5	0	120
18:30	1	1	0	0	8	65	0	0	4	0	5	0	0	36	0	0	120
18:45	0	0	0	0	13	53	0	0	1	0	6	0	0	41	0	0	114
Total	40	24	33	1	650	3047	36	0	259	27	688	2	31	2962	351	1	8148
Cars+	40	24	30	1	641	2964	35	0	255	27	687	2	29	2859	346	1	7937
Trucks	0	0	3	0	9	83	1	0	4	0	1	0	2	103	5	0	211
% Trucks	0.0	0.0	9.1	0.0	1.4	2.7	2.8	0.0	1.5	0.0	0.1	0.0	6.5	3.5	1.4	0.0	2.6
	3.1				2.5				0.5				3.3				2.6

Location: Alton Avenue at TH 13/TH 19
Count Date: 1/29/2026
Counted By: CountCloud

Section 9, Item a.

SEH

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

Start Time	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
6:00	1	0	1	0	2	13	0	0	1	0	12	0	0	33	7	0	70
6:15	1	0	0	0	5	20	0	0	5	0	11	0	1	63	3	0	109
6:30	2	2	0	0	6	26	0	0	0	0	19	0	0	58	3	0	116
6:45	0	0	0	0	4	60	1	0	2	1	23	0	1	50	8	0	150
7:00	3	2	1	0	12	80	2	0	10	1	19	0	1	65	10	0	206
7:15	2	0	2	0	8	104	1	0	11	0	14	0	1	97	15	0	255
7:30	0	0	1	0	9	55	1	0	8	0	16	0	1	83	16	0	190
7:45	1	0	0	0	3	48	0	0	6	2	19	0	0	47	14	0	140
8:00	1	0	1	0	12	35	1	0	6	1	12	0	1	47	3	0	120
8:15	1	0	1	0	7	38	0	0	3	1	14	0	1	49	8	0	123
8:30	2	0	1	0	8	44	1	0	5	0	9	0	1	42	5	0	118
8:45	1	0	1	0	6	53	0	0	1	0	14	0	2	43	6	0	127
9:00	1	1	0	0	9	34	2	0	6	0	18	0	1	62	15	0	149
9:15	0	2	0	0	10	46	0	0	4	1	12	0	1	40	12	0	128
9:30	2	0	0	0	6	42	0	0	5	1	18	0	0	59	6	0	139
9:45	0	1	1	0	7	42	1	0	8	0	13	0	1	43	6	0	123
10:00	0	0	0	0	9	43	0	0	6	0	8	0	0	41	6	0	113
10:15	0	1	0	0	13	44	0	0	2	0	9	0	0	48	2	0	119
10:30	0	0	1	0	3	37	0	0	1	0	10	0	0	39	5	0	96
10:45	0	0	1	0	13	37	0	0	4	0	11	0	0	61	5	0	132
11:00	0	0	1	0	10	47	0	0	5	1	13	0	1	44	7	0	129
11:15	0	0	1	0	10	52	1	0	5	1	6	0	0	41	7	0	124
11:30	0	0	0	0	10	40	1	0	3	1	22	0	0	42	4	0	123
11:45	1	1	1	0	7	56	3	0	3	1	12	0	1	49	8	0	143
12:00	1	1	1	0	11	50	1	0	4	0	8	0	0	52	7	0	136
12:15	0	0	0	0	14	44	2	0	6	3	9	0	1	62	6	0	147
12:30	1	0	0	0	9	43	0	0	10	0	7	0	1	50	4	0	125
12:45	1	0	1	0	11	52	1	0	1	0	8	0	3	48	5	0	131
13:00	1	0	1	0	12	51	2	0	8	1	13	0	0	49	9	0	147
13:15	0	0	0	0	17	57	0	0	7	0	17	0	3	50	6	0	157
13:30	1	0	1	0	8	53	0	0	2	0	9	0	0	45	5	0	124
13:45	2	0	0	0	11	58	0	0	2	0	20	0	0	40	7	1	140
14:00	0	0	0	0	12	50	0	0	8	1	7	1	1	48	5	0	132
14:15	0	1	1	0	12	61	2	0	11	1	12	0	0	69	6	0	176
14:30	5	0	2	1	14	73	1	0	4	1	18	1	0	70	15	0	203
14:45	0	1	1	0	16	46	1	0	7	0	15	0	2	87	14	0	190
15:00	0	0	1	0	14	55	0	0	4	1	12	0	0	53	4	0	144
15:15	0	0	0	0	15	79	0	0	10	0	11	0	0	62	4	0	181
15:30	1	1	0	0	18	67	1	0	3	1	18	0	0	59	7	0	176
15:45	0	2	3	0	17	84	1	0	7	1	12	0	1	68	11	0	207
16:00	0	0	0	0	22	91	1	0	3	1	11	0	0	77	10	0	216
16:15	0	0	1	0	36	108	1	0	5	0	15	0	1	75	6	0	248
16:30	1	1	1	0	27	100	1	0	4	0	17	0	0	64	6	0	222
16:45	1	0	0	0	28	98	0	0	2	1	14	0	0	86	3	0	233
17:00	1	0	1	0	25	85	1	0	8	1	21	0	1	78	4	0	226
17:15	1	3	0	0	19	86	1	0	6	0	13	0	0	64	4	0	197
17:30	1	2	0	0	24	75	0	0	4	2	14	0	0	51	7	0	180
17:45	2	1	0	0	16	70	1	0	8	0	13	0	0	46	3	0	160
18:00	0	0	0	0	11	58	0	0	2	0	21	0	0	50	2	0	144
18:15	0	0	0	0	12	57	2	0	4	0	7	0	0	33	5	0	120
18:30	1	1	0	0	8	65	0	0	4	0	5	0	0	36	0	0	120
18:45	0	0	0	0	13	52	0	0	1	0	6	0	0	41	0	0	113
Total	40	24	30	1	641	2964	35	0	255	27	687	2	29	2859	346	1	7937

Location: Alton Avenue at TH 13/TH 19
 Count Date: 1/29/2026
 Counted By: CountCloud

Section 9, Item a.

SEH

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

Start Time	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	
6:00	0	0	0	0	2	2	0	0	0	0	0	0	0	9	0	0	13
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
6:45	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	10
7:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:15	0	0	0	0	1	3	0	0	0	0	0	0	0	2	0	0	6
7:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
8:00	0	0	0	0	0	3	0	0	0	0	0	0	0	1	7	0	11
8:15	0	0	0	0	0	3	0	0	0	0	0	0	0	1	1	0	5
8:30	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	4
8:45	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
9:00	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	4
9:15	0	0	0	0	0	2	0	0	1	0	0	0	0	3	0	0	6
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
9:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
10:00	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	3
10:15	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	4
10:30	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
10:45	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
11:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
11:15	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	5
11:30	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	6
11:45	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
12:00	0	0	1	0	1	0	0	0	0	0	0	0	1	4	0	0	7
12:15	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	6
12:30	0	0	0	0	0	3	0	0	1	0	0	0	0	6	0	0	10
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
13:15	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
13:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
13:45	0	0	0	0	1	3	1	0	1	0	0	0	0	1	0	0	7
14:00	0	0	1	0	0	2	0	0	0	0	0	0	0	1	1	0	5
14:15	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
14:30	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
14:45	0	0	0	0	0	1	0	0	0	0	0	0	0	9	0	0	10
15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
15:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	4
16:00	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
16:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	8
16:45	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
17:00	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	0	9	83	1	0	4	0	1	0	2	103	5	0	211

Location: Alton Avenue at TH 13/TH 19
 Count Date: 1/29/2026
 Counted By: CountCloud

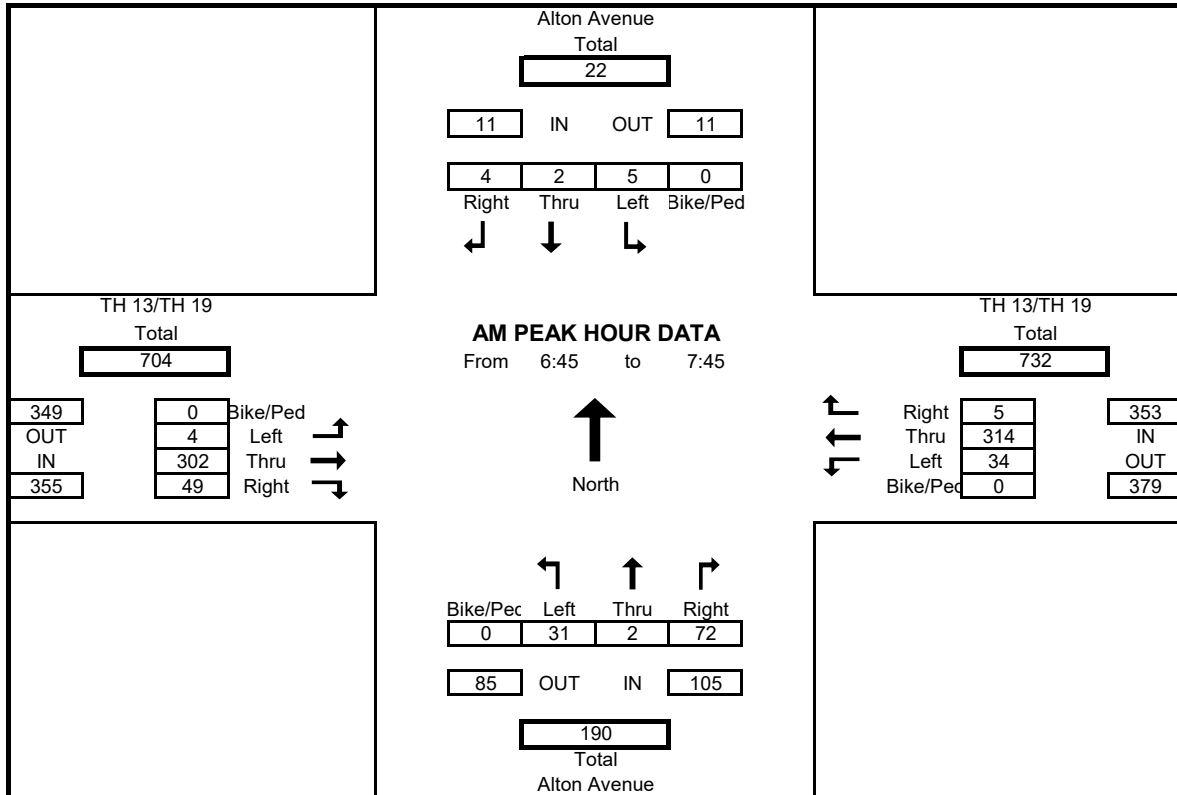
Section 9, Item a.

AM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Int. Total
6:45	0	0	0	0	4	67	1	0	2	1	23	0	1	53	8	0	160
7:00	3	2	1	0	12	83	2	0	10	1	19	0	1	65	10	0	209
7:15	2	0	2	0	9	107	1	0	11	0	14	0	1	99	15	0	261
7:30	0	0	1	0	9	57	1	0	8	0	16	0	1	85	16	0	194
Total	5	2	4	0	34	314	5	0	31	2	72	0	4	302	49	0	824
% App. Total	45.5	18.2	36.4		9.6	89.0	1.4		29.5	1.9	68.6		1.1	85.1	13.8		
PHF	0.417	0.250	0.500	0.000	0.708	0.734	0.625	0.000	0.705	0.500	0.783	0.000	1.000	0.763	0.766	0.000	0.789

% Trucks	0.0	0.0	0.0	0.0	2.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.8
	0.0				4.5				0.0				2.0				



Location: Alton Avenue at TH 13/TH 19
 Count Date: 1/29/2026
 Counted By: CountCloud

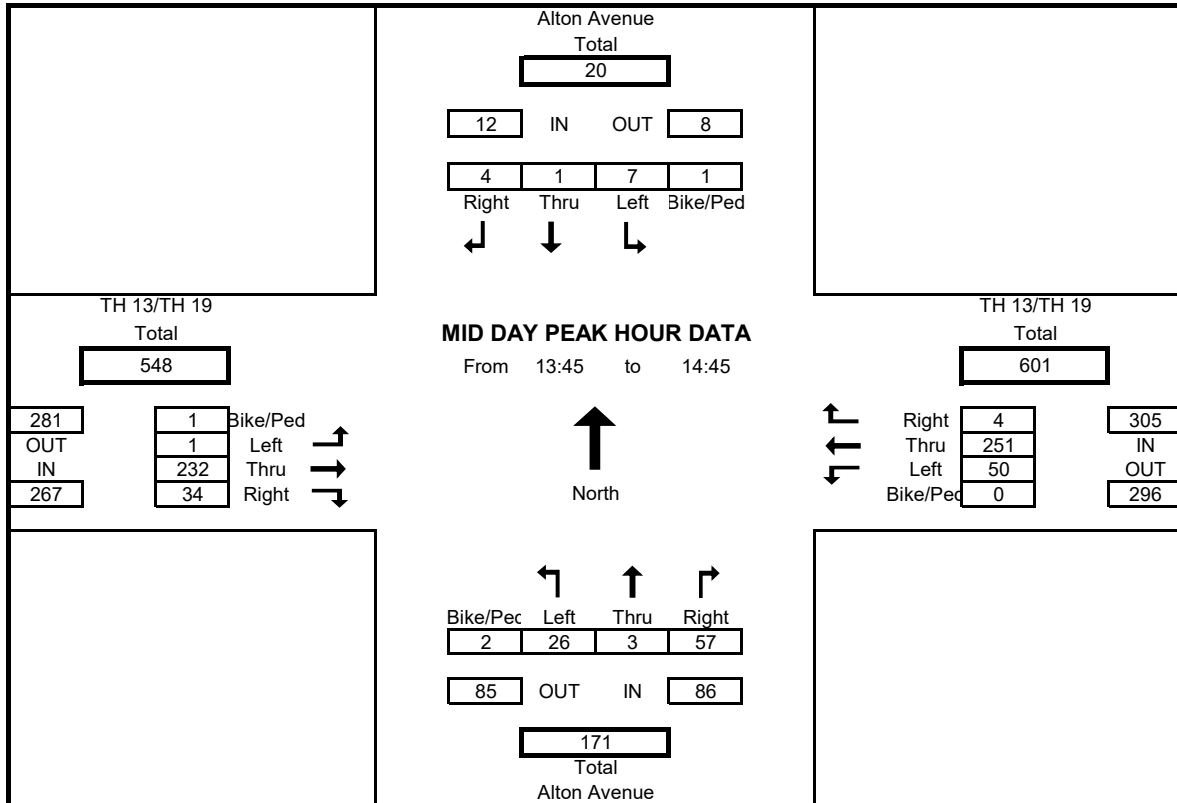
Section 9, Item a.

SEH

MID DAY PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
13:45	2	0	0	0	12	61	1	0	3	0	20	0	0	41	7	1	147
14:00	0	0	1	0	12	52	0	0	8	1	7	1	1	49	6	0	137
14:15	0	1	1	0	12	64	2	0	11	1	12	0	0	70	6	0	180
14:30	5	0	2	1	14	74	1	0	4	1	18	1	0	72	15	0	206
Total	7	1	4	1	50	251	4	0	26	3	57	2	1	232	34	1	670
% App. Total	58.3	8.3	33.3		16.4	82.3	1.3		30.2	3.5	66.3		0.4	86.9	12.7		
PHF	0.350	0.250	0.500	0.250	0.893	0.848	0.500	0.000	0.591	0.750	0.713	0.500	0.250	0.806	0.567	0.250	0.813
% Trucks	0.0	0.0	25.0	0.0	2.0	3.6	25.0	0.0	3.8	0.0	0.0	0.0	0.0	2.2	2.9	0.0	2.8
	8.3				3.6				1.2				2.2				



Location: Alton Avenue at TH 13/TH 19
 Count Date: 1/29/2026
 Counted By: CountCloud

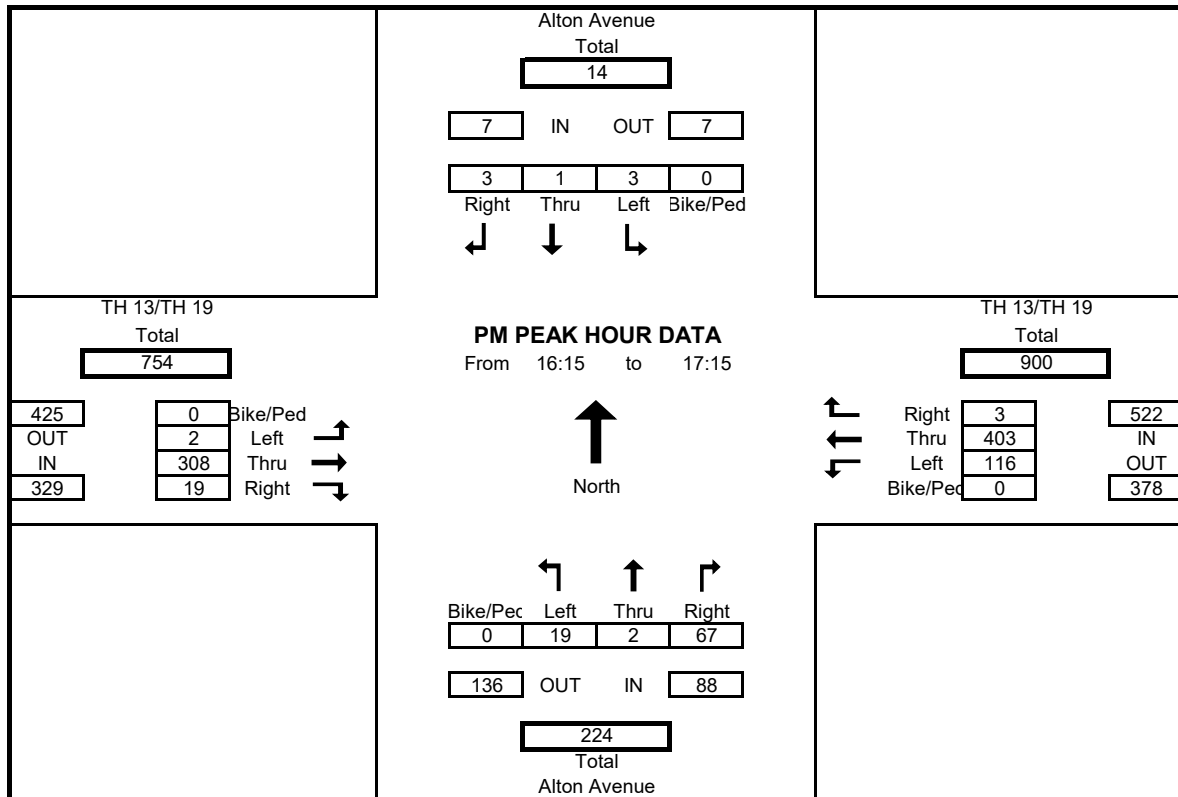
Section 9, Item a.

SEH

PM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

Start Time	Alton Avenue				TH 13/TH 19				Alton Avenue				TH 13/TH 19				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	
16:15	0	0	1	0	36	110	1	0	5	0	15	0	1	75	6	0	250
16:30	1	1	1	0	27	107	1	0	4	0	17	0	0	65	6	0	230
16:45	1	0	0	0	28	100	0	0	2	1	14	0	0	87	3	0	236
17:00	1	0	1	0	25	86	1	0	8	1	21	0	1	81	4	0	230
Total	3	1	3	0	116	403	3	0	19	2	67	0	2	308	19	0	946
% App. Total	42.9	14.3	42.9		22.2	77.2	0.6		21.6	2.3	76.1		0.6	93.6	5.8		
PHF	0.750	0.250	0.750	0.000	0.806	0.916	0.750	0.000	0.594	0.500	0.798	0.000	0.500	0.885	0.792	0.000	0.946
% Trucks	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.8
	0.0				2.3				0.0				1.5				



ATTACHMENT 2: WARRANT ANALYSIS RESULTS

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-3507

651.490.2000 | 800.325.2055 | 888.908.8166 fax | **sehinc.com**

SEH is 100% employee-owned | Affirmative Action–Equal Opportunity Employer

Alton Ave at W 270th St - 2050 Build

ALL WAY STOP WARRANT ANALYSIS

LOCATION: Alton Ave at W 270th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach Total
55	Major App1:	W 270th St	EB	1	1,344
55	Major App3:	W 270th St	WB	1	183
45	Minor App2:	Alton Ave	NB	1	638
45	Minor App4:	Alton Ave	SB	1	2,116

*Posted Speed or 85th Percentile

0.70 SPEED FACTOR USED? **Yes**

CORRECTABLE CRASHES: 0

(12-month period)

Minimum Volume Requirement

210

140

(base requirements are 300 and 200 vph)

	MAJOR	MAJOR	MINOR	MINOR	MAJOR APPROACH TOTAL	MINOR APPROACH TOTAL	WARRANT MET
Hour	APP. 1	APP. 3	APP. 2	APP. 4	Σ (APP. 1 + APP. 3)	Σ (APP. 2 + APP. 4)	MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	99	3	35	111	102	146	NO / YES
7:00 - 8:00	199	34	57	265	233	322	YES / YES
8:00 - 9:00	85	18	43	157	103	200	NO / YES
9:00 - 10:00	68	15	38	113	83	151	NO / YES
10:00 - 11:00	94	4	43	95	98	138	NO / NO
11:00 - 12:00	62	4	51	96	66	147	NO / YES
12:00 - 13:00	76	6	59	123	82	182	NO / YES
13:00 - 14:00	71	2	50	119	73	169	NO / YES
14:00 - 15:00	183	10	52	136	193	188	NO / YES
15:00 - 16:00	126	18	52	189	144	241	NO / YES
16:00 - 17:00	125	19	54	284	144	338	NO / YES
17:00 - 18:00	72	27	53	237	99	290	NO / YES
18:00 - 19:00	84	23	51	191	107	242	NO / YES
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	1,344	183	638	2,116			

Hours met for warrant: Met (Hr) 1 Required (Hr) 8

AWS Volume Warrant:
(2B.16 MnMUTCD)

Not satisfied

Crash Warrant:
(2B.13 MnMUTCD)

Not Satisfied

COMMENTS: In addition to the 8-hour volume and crash experience warrants, sight distance, interim conditions, and other factors may be considered.

Alton Ave at W 270th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrant 1 Summary

LOCATION: Alton Ave at W 270th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach
55	Major App1:	W 270th St	EB	1	1,344
55	Major App3:	W 270th St	WB	1	183
45	Minor App2:	Alton Ave	NB	1	638
45	Minor App4:	Alton Ave	SB	1	2,116

*Posted Speed or 85th Percentile

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

CORRECTABLE CRASHES: 0

(12-month period)

	Minimum Volume Requirement		
	1A	1B	1A&B*
Major Total	350	525	420
Minor Approach	105	53	84

*Combination 1A&B Warrant is 80% of highest 1A or 1B criteria.

HOUR	MAJOR	MAJOR	MINOR	MINOR	MAJOR	MAX MINOR	WARRANT 1A -	WARRANT 1B -	WARRANT 1A/B
	APP. 1	APP. 3	APP. 2	APP. 4	APPROACH TOTAL S (APP. 1 + APP. 3)	APPROACH (APP. 2 or 4)	8 Hour	8 Hour	8 Hour
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	99	3	35	111	102	111	NO / YES	NO / YES	NO / YES
7:00 - 8:00	199	34	57	265	233	265	NO / YES	NO / YES	NO / YES
8:00 - 9:00	85	18	43	157	103	157	NO / YES	NO / YES	NO / YES
9:00 - 10:00	68	15	38	113	83	113	NO / YES	NO / YES	NO / YES
10:00 - 11:00	94	4	43	95	98	95	NO / NO	NO / YES	NO / YES
11:00 - 12:00	62	4	51	96	66	96	NO / NO	NO / YES	NO / YES
12:00 - 13:00	76	6	59	123	82	123	NO / YES	NO / YES	NO / YES
13:00 - 14:00	71	2	50	119	73	119	NO / YES	NO / YES	NO / YES
14:00 - 15:00	183	10	52	136	193	136	NO / YES	NO / YES	NO / YES
15:00 - 16:00	126	18	52	189	144	189	NO / YES	NO / YES	NO / YES
16:00 - 17:00	125	19	54	284	144	284	NO / YES	NO / YES	NO / YES
17:00 - 18:00	72	27	53	237	99	237	NO / YES	NO / YES	NO / YES
18:00 - 19:00	84	23	51	191	107	191	NO / YES	NO / YES	NO / YES
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	1,344	183	638	2,116					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	Eight Hour Volumes	0	8	Not satisfied
	Warrant 1A Minimum Vehicular Volume	0	8	Not satisfied
	Warrant 1B Interruption of Continuous Flow	0	8	Not satisfied
	1A & 1B Combination of Warrants (80% of 1A and 1B)	0	8	Not satisfied
Warrant 2	Four Hour Volumes	1	4	Not satisfied
Warrant 3	Peak Hour Volumes	0	1	Not satisfied
Warrant 7	Crash Experience	0	8	Not satisfied

MINOR APPROACHES:

NB: 100% Minor Rights Included; Minor Left is approximately 7% of total approach volume.

SB: 100% Minor Rights Included; Minor Left is approximately 1% of total approach volume.

Alton Ave at W 270th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrants 2 and 3 Summary

LOCATION: Alton Ave at W 270th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

Speed*	Approach	Description	Direction:	Lanes	Approach
55	Major App1:	W 270th St	EB	1	1,344
55	Major App3:	W 270th St	WB	1	183
45	Minor App2:	Alton Ave	NB	1	638
45	Minor App4:	Alton Ave	SB	1	2,116

*Posted Speed or 85th Percentile

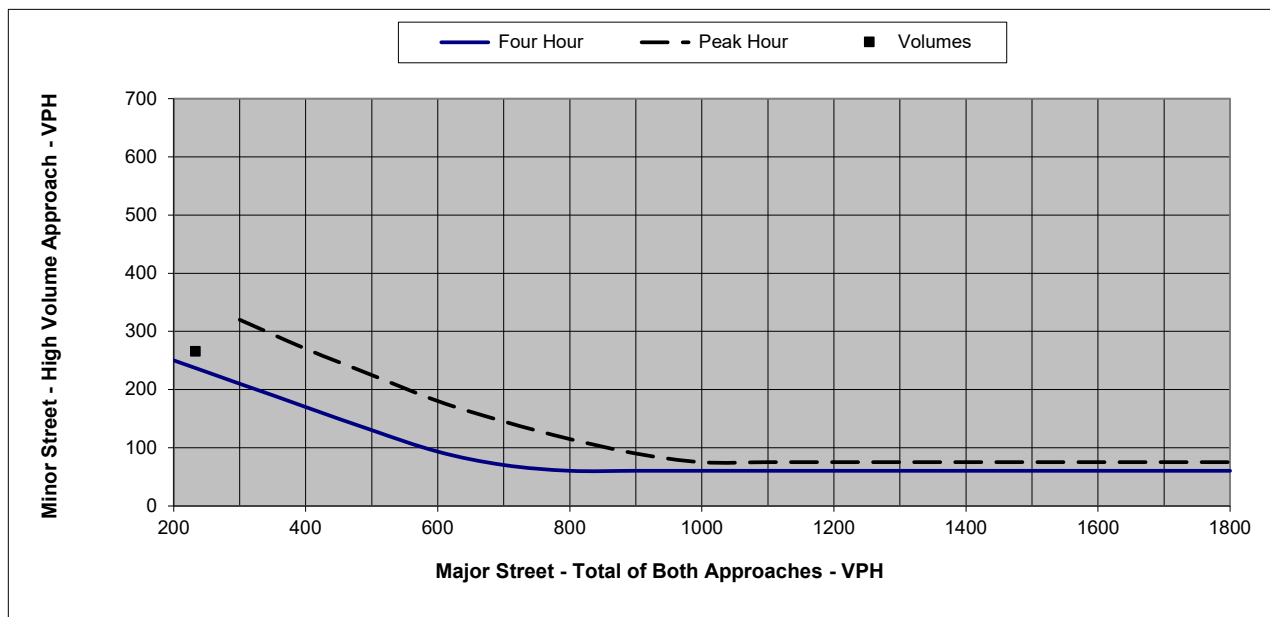


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	250	
300	210	320
400	170	270
500	130	225
600	93	180
700	70	145
800	60	115
900	60	90
1000	60	75
1100	60	75
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
HOUR	Sum Major App.	Max Minor App.	Warrant 2 Four Hour	Warrant 3 Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	102	111	NO	NO
7:00 - 8:00	233	265	YES	NO
8:00 - 9:00	103	157	NO	NO
9:00 - 10:00	83	113	NO	NO
10:00 - 11:00	98	95	NO	NO
11:00 - 12:00	66	96	NO	NO
12:00 - 13:00	82	123	NO	NO
13:00 - 14:00	73	119	NO	NO
14:00 - 15:00	193	136	NO	NO
15:00 - 16:00	144	189	NO	NO
16:00 - 17:00	144	284	NO	NO
17:00 - 18:00	99	237	NO	NO
18:00 - 19:00	107	191	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Alton Ave at 7th St - 2050 Build

ALL WAY STOP WARRANT ANALYSIS

LOCATION: Alton Ave at 7th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach Total
45	Major App1:	Alton Ave	NB	1	626
45	Major App3:	Alton Ave	SB	1	656
30	Minor App2:	7th St	EB	1	213
30	Minor App4:	7th St	WB	1	0

*Posted Speed or 85th Percentile

0.70 SPEED FACTOR USED? Yes

CORRECTABLE CRASHES: 0

(12-month period)

Minimum Volume Requirement

210

140

(base requirements are 300 and 200 vph)

	MAJOR	MAJOR	MINOR	MINOR	MAJOR APPROACH TOTAL	MINOR APPROACH TOTAL	WARRANT MET
Hour	APP. 1	APP. 3	APP. 2	APP. 4	Σ (APP. 1 + APP. 3)	Σ (APP. 2 + APP. 4)	MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	26	30	18	0	56	18	NO / NO
7:00 - 8:00	42	47	28	0	89	28	NO / NO
8:00 - 9:00	37	41	24	0	78	24	NO / NO
9:00 - 10:00	37	39	13	0	76	13	NO / NO
10:00 - 11:00	38	42	12	0	80	12	NO / NO
11:00 - 12:00	50	50	12	0	100	12	NO / NO
12:00 - 13:00	62	62	13	0	124	13	NO / NO
13:00 - 14:00	50	55	13	0	105	13	NO / NO
14:00 - 15:00	54	58	10	0	112	10	NO / NO
15:00 - 16:00	57	59	17	0	116	17	NO / NO
16:00 - 17:00	62	63	22	0	125	22	NO / NO
17:00 - 18:00	59	59	20	0	118	20	NO / NO
18:00 - 19:00	52	51	11	0	103	11	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	626	656	213	0			

Met (Hr) Required (Hr)

Hours met for warrant:

0

8

AWS Volume Warrant:
(2B.16 MnMUTCD)

Not satisfied

Crash Warrant:
(2B.13 MnMUTCD)

Not Satisfied

COMMENTS: In addition to the 8-hour volume and crash experience warrants, sight distance, interim conditions, and other factors may be considered.

Alton Ave at 7th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrant 1 Summary

LOCATION: Alton Ave at 7th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	626
45	Major App3:	Alton Ave	SB	1	656
30	Minor App2:	7th St	EB	1	213
30	Minor App4:	7th St	WB	1	0

*Posted Speed or 85th Percentile

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

CORRECTABLE CRASHES: 0

(12-month period)

	Minimum Volume Requirement		
	1A	1B	1A&B*
Major Total	350	525	420
Minor Approach	105	53	84

*Combination 1A&B Warrant is 80% of highest 1A or 1B criteria.

HOUR	MAJOR	MAJOR	MINOR	MINOR	MAJOR	MAX MINOR	WARRANT 1A -	WARRANT 1B -	WARRANT 1A/B
	APP. 1	APP. 3	APP. 2	APP. 4	APPROACH TOTAL S (APP. 1 + APP. 3)	APPROACH (APP. 2 or 4)	8 Hour	8 Hour	8 Hour
							MAJOR/MINOR	MAJOR/MINOR	MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	26	30	18	0	56	18	NO / NO	NO / NO	NO / NO
7:00 - 8:00	42	47	28	0	89	28	NO / NO	NO / NO	NO / NO
8:00 - 9:00	37	41	24	0	78	24	NO / NO	NO / NO	NO / NO
9:00 - 10:00	37	39	13	0	76	13	NO / NO	NO / NO	NO / NO
10:00 - 11:00	38	42	12	0	80	12	NO / NO	NO / NO	NO / NO
11:00 - 12:00	50	50	12	0	100	12	NO / NO	NO / NO	NO / NO
12:00 - 13:00	62	62	13	0	124	13	NO / NO	NO / NO	NO / NO
13:00 - 14:00	50	55	13	0	105	13	NO / NO	NO / NO	NO / NO
14:00 - 15:00	54	58	10	0	112	10	NO / NO	NO / NO	NO / NO
15:00 - 16:00	57	59	17	0	116	17	NO / NO	NO / NO	NO / NO
16:00 - 17:00	62	63	22	0	125	22	NO / NO	NO / NO	NO / NO
17:00 - 18:00	59	59	20	0	118	20	NO / NO	NO / NO	NO / NO
18:00 - 19:00	52	51	11	0	103	11	NO / NO	NO / NO	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	626	656	213	0					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	Eight Hour Volumes	0	8	Not satisfied
	Warrant 1A Minimum Vehicular Volume	0	8	Not satisfied
	Warrant 1B Interruption of Continuous Flow	0	8	Not satisfied
	1A & 1B Combination of Warrants (80% of 1A and 1B)	0	8	Not satisfied
Warrant 2	Four Hour Volumes	0	4	Not satisfied
Warrant 3	Peak Hour Volumes	0	1	Not satisfied
Warrant 7	Crash Experience	0	8	Not satisfied

MINOR APPROACHES:

EB: 100% Minor Rights Included; Minor Left is approximately 54% of total approach volume.

Alton Ave at 7th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrants 2 and 3 Summary

LOCATION: Alton Ave at 7th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	626
45	Major App3:	Alton Ave	SB	1	656
30	Minor App2:	7th St	EB	1	213
30	Minor App4:	7th St	WB	1	0

*Posted Speed or 85th Percentile

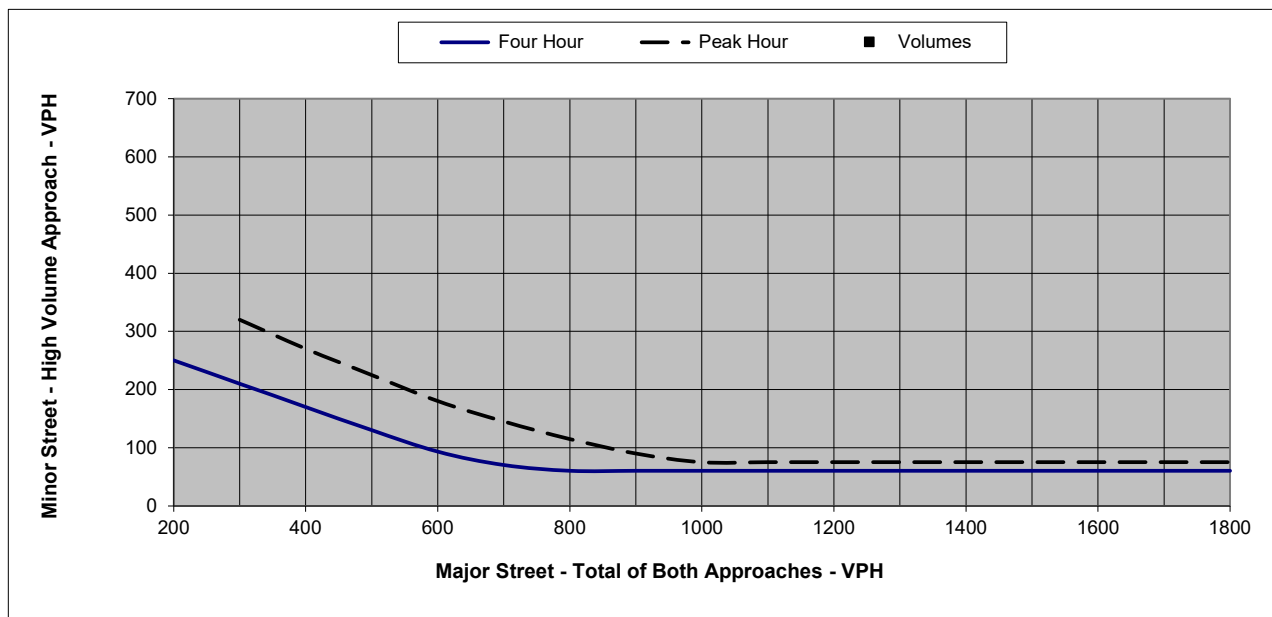


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	250	
300	210	320
400	170	270
500	130	225
600	93	180
700	70	145
800	60	115
900	60	90
1000	60	75
1100	60	75
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
HOUR	Sum Major App.	Max Minor App.	Warrant 2 Four Hour	Warrant 3 Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	56	18	NO	NO
7:00 - 8:00	89	28	NO	NO
8:00 - 9:00	78	24	NO	NO
9:00 - 10:00	76	13	NO	NO
10:00 - 11:00	80	12	NO	NO
11:00 - 12:00	100	12	NO	NO
12:00 - 13:00	124	13	NO	NO
13:00 - 14:00	105	13	NO	NO
14:00 - 15:00	112	10	NO	NO
15:00 - 16:00	116	17	NO	NO
16:00 - 17:00	125	22	NO	NO
17:00 - 18:00	118	20	NO	NO
18:00 - 19:00	103	11	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Alton Ave at TH 19 - 2050 Build

ALL WAY STOP WARRANT ANALYSIS

LOCATION: Alton Ave at TH 19
COUNTY: Scott
REF. POINT: 0
DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach Total
35	Major App1:	TH 19	EB	1	4,900
35	Major App3:	TH 19	SB	1	1,588
45	Minor App2:	Alton Ave	NB	1	1,199
45	Minor App4:	Alton Ave	SB	1	1,588

*Posted Speed or 85th Percentile

0.70 SPEED FACTOR USED? No

CORRECTABLE CRASHES: 0
(12-month period)

Minimum Volume Requirement

300200

(base requirements are 300 and 200 vph)

HOUR	MAJOR	MAJOR	MINOR	MINOR	MAJOR APPROACH TOTAL	MINOR APPROACH TOTAL	WARRANT MET
	APP. 1	APP. 3	APP. 2	APP. 4	Σ (APP. 1 + APP. 3)	Σ (APP. 2 + APP. 4)	MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	335	67	92	67	402	159	YES / NO
7:00 - 8:00	484	101	131	101	585	232	YES / YES
8:00 - 9:00	321	109	80	109	430	189	YES / NO
9:00 - 10:00	359	104	106	104	463	210	YES / YES
10:00 - 11:00	318	102	64	102	420	166	YES / NO
11:00 - 12:00	335	136	89	136	471	225	YES / YES
12:00 - 13:00	396	171	71	171	567	242	YES / YES
13:00 - 14:00	341	135	99	135	476	234	YES / YES
14:00 - 15:00	471	142	106	142	613	248	YES / YES
15:00 - 16:00	404	130	100	130	534	230	YES / YES
16:00 - 17:00	485	130	90	130	615	220	YES / YES
17:00 - 18:00	387	136	110	136	523	246	YES / YES
18:00 - 19:00	264	125	61	125	389	186	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO

Daily4,9001,5881,1991,588

Met (Hr)Required (Hr)
Hours met for warrant:98

AWS Volume Warrant:
(2B.16 MnMUTCD)

Satisfied

Crash Warrant:
(2B.13 MnMUTCD)

Not Satisfied

COMMENTS: In addition to the 8-hour volume and crash experience warrants, sight distance, interim conditions, and other factors may be considered.

Alton Ave at TH 19 - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrant 1 Summary

LOCATION: Alton Ave at TH 19

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach
35	Major App1:	TH 19	EB	1	4,900
35	Major App3:	TH 19	SB	1	1,588
45	Minor App2:	Alton Ave	NB	1	1,199
45	Minor App4:	Alton Ave	SB	1	1,588

*Posted Speed or 85th Percentile

40 MPH OR FASTER?	NO
POPULATION < 10,000?	YES
VOLUME REQ. AT 70%?	YES

CORRECTABLE CRASHES: 0
(12-month period)

	Minimum Volume Requirement		
	1A	1B	1A&B*
Major Total	350	525	420
Minor Approach	105	53	84

*Combination 1A&B Warrant is 80% of highest 1A or 1B criteria.

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL (APP. 1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 Hour MAJOR/MINOR	WARRANT 1B - 8 Hour MAJOR/MINOR	WARRANT 1A/B 8 Hour MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	335	67	92	67	402	92	YES / NO	NO / YES	NO / YES
7:00 - 8:00	484	101	131	101	585	131	YES / YES	YES / YES	YES / YES
8:00 - 9:00	321	109	80	109	430	109	YES / YES	NO / YES	YES / YES
9:00 - 10:00	359	104	106	104	463	106	YES / YES	NO / YES	YES / YES
10:00 - 11:00	318	102	64	102	420	102	YES / NO	NO / YES	YES / YES
11:00 - 12:00	335	136	89	136	471	136	YES / YES	NO / YES	YES / YES
12:00 - 13:00	396	171	71	171	567	171	YES / YES	YES / YES	YES / YES
13:00 - 14:00	341	135	99	135	476	135	YES / YES	NO / YES	YES / YES
14:00 - 15:00	471	142	106	142	613	142	YES / YES	YES / YES	YES / YES
15:00 - 16:00	404	130	100	130	534	130	YES / YES	YES / YES	YES / YES
16:00 - 17:00	485	130	90	130	615	130	YES / YES	YES / YES	YES / YES
17:00 - 18:00	387	136	110	136	523	136	YES / YES	NO / YES	YES / YES
18:00 - 19:00	264	125	61	125	389	125	YES / YES	NO / YES	NO / YES
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	4,900	1,588	1,199	1,588					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	Eight Hour Volumes	11	8	Satisfied
	Warrant 1A Minimum Vehicular Volume	11	8	Satisfied
	Warrant 1B Interruption of Continuous Flow	5	8	Not satisfied
	1A & 1B Combination of Warrants (80% of 1A and 1B)	11	8	Satisfied
Warrant 2	Four Hour Volumes	6	4	Satisfied
Warrant 3	Peak Hour Volumes	0	1	Not satisfied
Warrant 7	Crash Experience	13	8	Crashes Insufficient

MINOR APPROACHES:

NB: 100% Minor Rights Included; Minor Left is approximately 27% of total approach volume.

SB: 100% Minor Rights Included; Minor Left is approximately 50% of total approach volume.

Alton Ave at TH 19 - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrants 2 and 3 Summary

LOCATION: Alton Ave at TH 19

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

40 MPH OR FASTER? NO
 POPULATION < 10,000? YES
 VOLUME REQ. AT 70%? YES

Speed*	Approach	Description	Direction:	Lanes	Approach
35	Major App1:	TH 19	EB	1	4,900
35	Major App3:	TH 19	SB	1	1,588
45	Minor App2:	Alton Ave	NB	1	1,199
45	Minor App4:	Alton Ave	SB	1	1,588

*Posted Speed or 85th Percentile

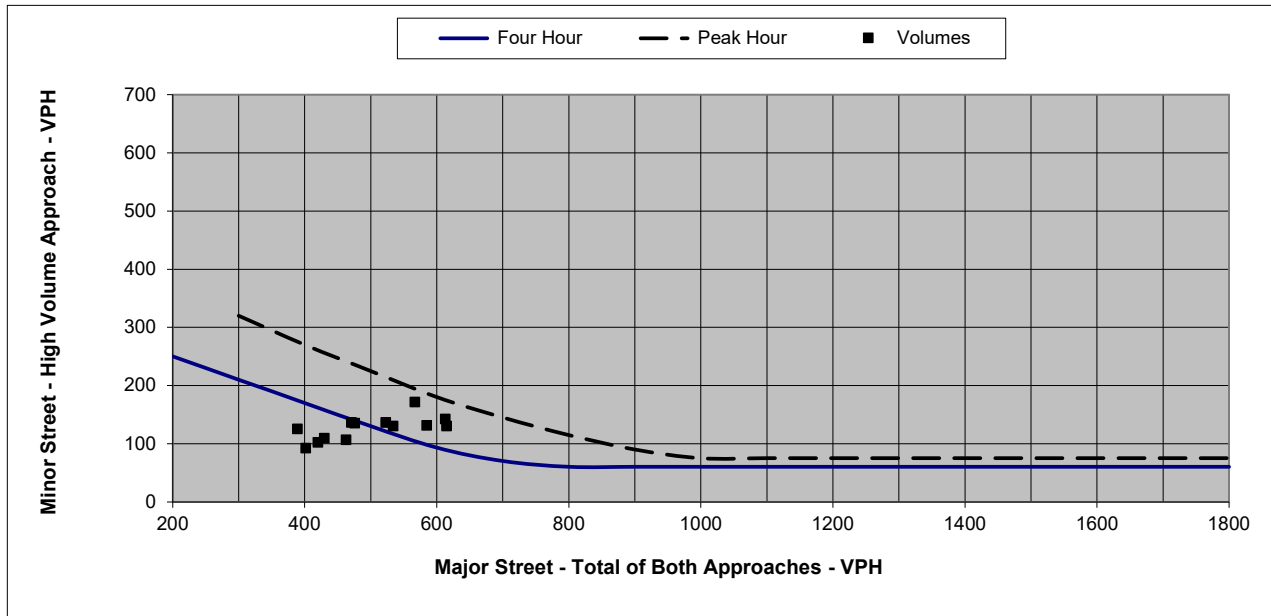


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	250	
300	210	320
400	170	270
500	130	225
600	93	180
700	70	145
800	60	115
900	60	90
1000	60	75
1100	60	75
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
HOUR	Sum Major App.	Max Minor App.	Warrant 2 Four Hour	Warrant 3 Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	402	92	NO	NO
7:00 - 8:00	585	131	YES	NO
8:00 - 9:00	430	109	NO	NO
9:00 - 10:00	463	106	NO	NO
10:00 - 11:00	420	102	NO	NO
11:00 - 12:00	471	136	NO	NO
12:00 - 13:00	567	171	YES	NO
13:00 - 14:00	476	135	NO	NO
14:00 - 15:00	613	142	YES	NO
15:00 - 16:00	534	130	YES	NO
16:00 - 17:00	615	130	YES	NO
17:00 - 18:00	523	136	YES	NO
18:00 - 19:00	389	125	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Alton Ave at New Access between 270th St and 7th St - 2050 Build

ALL WAY STOP WARRANT ANALYSIS

LOCATION: Alton Ave at New Access between 270th St and

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach Total
45	Major App1:	Alton Ave	NB	1	656
45	Major App3:	Alton Ave	SB	1	642
30	Minor App2:	New Access	EB	1	0
30	Minor App4:	New Access	WB	1	0

*Posted Speed or 85th Percentile

0.70 SPEED FACTOR USED? **Yes**

CORRECTABLE CRASHES: 0

(12-month period)

Minimum Volume Requirement

210

140

(base requirements are 300 and 200 vph)

	MAJOR	MAJOR	MINOR	MINOR	MAJOR APPROACH TOTAL	MINOR APPROACH TOTAL	WARRANT MET
Hour	APP. 1	APP. 3	APP. 2	APP. 4	Σ (APP. 1 + APP. 3)	Σ (APP. 2 + APP. 4)	MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	38	27	0	0	65	0	NO / NO
7:00 - 8:00	56	46	0	0	102	0	NO / NO
8:00 - 9:00	44	39	0	0	83	0	NO / NO
9:00 - 10:00	39	38	0	0	77	0	NO / NO
10:00 - 11:00	43	43	0	0	86	0	NO / NO
11:00 - 12:00	50	50	0	0	100	0	NO / NO
12:00 - 13:00	60	61	0	0	121	0	NO / NO
13:00 - 14:00	50	55	0	0	105	0	NO / NO
14:00 - 15:00	55	56	0	0	111	0	NO / NO
15:00 - 16:00	57	58	0	0	115	0	NO / NO
16:00 - 17:00	56	58	0	0	114	0	NO / NO
17:00 - 18:00	57	59	0	0	116	0	NO / NO
18:00 - 19:00	51	52	0	0	103	0	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO

Daily 656 642 0 0

Met (Hr) Required (Hr)

Hours met for warrant: 0 8

AWS Volume Warrant:
(2B.16 MnMUTCD)

Not satisfied

Crash Warrant:
(2B.13 MnMUTCD)

Not Satisfied

COMMENTS: In addition to the 8-hour volume and crash experience warrants, sight distance, interim conditions, and other factors may be considered.

Alton Ave at New Access between 270th St and 7th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrant 1 Summary

LOCATION: Alton Ave at New Access between 270th

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	656
45	Major App3:	Alton Ave	SB	1	642
30	Minor App2:	New Access	EB	1	0
30	Minor App4:	New Access	WB	1	0

*Posted Speed or 85th Percentile

40 MPH OR FASTER? YES
 POPULATION < 10,000? YES
 VOLUME REQ. AT 70%? YES

CORRECTABLE CRASHES: 0
 (12-month period)

	Minimum Volume Requirement		
	1A	1B	1A&B*
Major Total	350	525	420
Minor Approach	105	53	84

*Combination 1A&B Warrant is 80% of highest 1A or 1B criteria.

HOUR	MAJOR	MAJOR	MINOR	MINOR	MAJOR	MAX MINOR	WARRANT 1A -	WARRANT 1B -	WARRANT 1A/B
	APP. 1	APP. 3	APP. 2	APP. 4	APPROACH TOTAL S (APP. 1 + APP. 3)	APPROACH (APP. 2 or 4)	8 Hour	8 Hour	8 Hour
							MAJOR/MINOR	MAJOR/MINOR	MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	38	27	0	0	65	0	NO / NO	NO / NO	NO / NO
7:00 - 8:00	56	46	0	0	102	0	NO / NO	NO / NO	NO / NO
8:00 - 9:00	44	39	0	0	83	0	NO / NO	NO / NO	NO / NO
9:00 - 10:00	39	38	0	0	77	0	NO / NO	NO / NO	NO / NO
10:00 - 11:00	43	43	0	0	86	0	NO / NO	NO / NO	NO / NO
11:00 - 12:00	50	50	0	0	100	0	NO / NO	NO / NO	NO / NO
12:00 - 13:00	60	61	0	0	121	0	NO / NO	NO / NO	NO / NO
13:00 - 14:00	50	55	0	0	105	0	NO / NO	NO / NO	NO / NO
14:00 - 15:00	55	56	0	0	111	0	NO / NO	NO / NO	NO / NO
15:00 - 16:00	57	58	0	0	115	0	NO / NO	NO / NO	NO / NO
16:00 - 17:00	56	58	0	0	114	0	NO / NO	NO / NO	NO / NO
17:00 - 18:00	57	59	0	0	116	0	NO / NO	NO / NO	NO / NO
18:00 - 19:00	51	52	0	0	103	0	NO / NO	NO / NO	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	656	642	0	0					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	Eight Hour Volumes	0	8	Not satisfied
	Warrant 1A Minimum Vehicular Volume	0	8	Not satisfied
	Warrant 1B Interruption of Continuous Flow	0	8	Not satisfied
	1A & 1B Combination of Warrants (80% of 1A and 1B)	0	8	Not satisfied
Warrant 2	Four Hour Volumes	0	4	Not satisfied
Warrant 3	Peak Hour Volumes	0	1	Not satisfied
Warrant 7	Crash Experience	0	8	Not satisfied

MINOR APPROACHES:

#DIV/0!

Alton Ave at New Access between 270th St and 7th St - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrants 2 and 3 Summary

LOCATION: Alton Ave at New Access between 270th St and 7th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	656
45	Major App3:	Alton Ave	SB	1	642
30	Minor App2:	New Access	EB	1	0
30	Minor App4:	New Access	WB	1	0

*Posted Speed or 85th Percentile

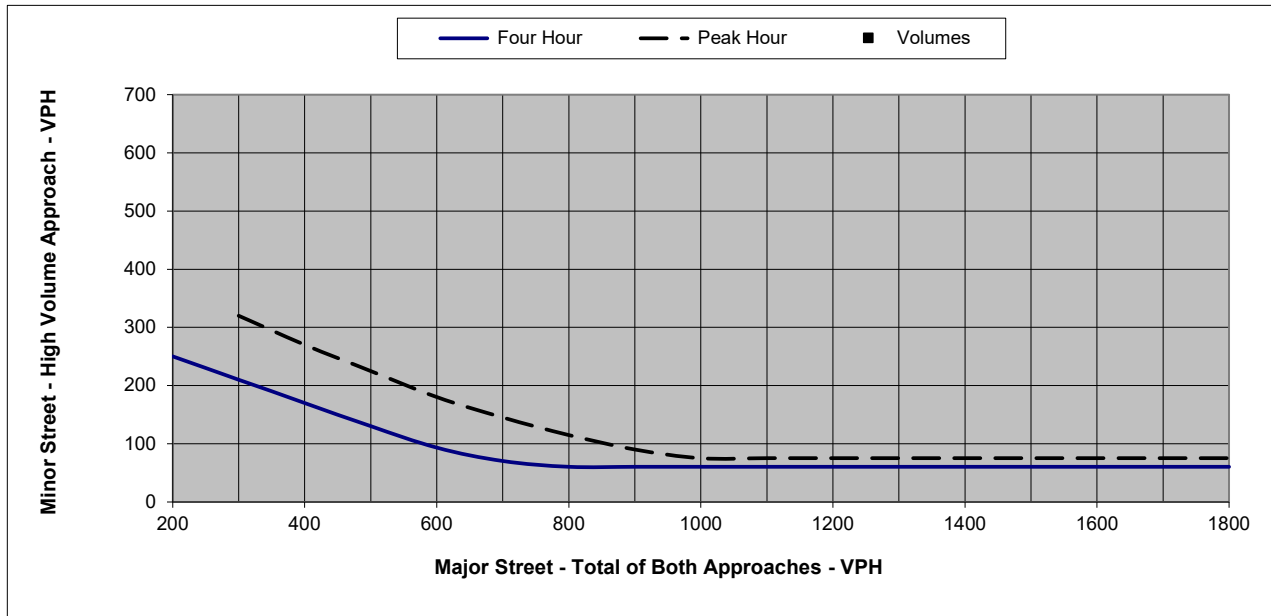


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	250	
300	210	320
400	170	270
500	130	225
600	93	180
700	70	145
800	60	115
900	60	90
1000	60	75
1100	60	75
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
HOUR	Sum Major App.	Max Minor App.	Warrant 2 Four Hour	Warrant 3 Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	65	0	NO	NO
7:00 - 8:00	102	0	NO	NO
8:00 - 9:00	83	0	NO	NO
9:00 - 10:00	77	0	NO	NO
10:00 - 11:00	86	0	NO	NO
11:00 - 12:00	100	0	NO	NO
12:00 - 13:00	121	0	NO	NO
13:00 - 14:00	105	0	NO	NO
14:00 - 15:00	111	0	NO	NO
15:00 - 16:00	115	0	NO	NO
16:00 - 17:00	114	0	NO	NO
17:00 - 18:00	116	0	NO	NO
18:00 - 19:00	103	0	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Alton Ave at New Access between 7th St and TH 19 - 2050 Build

ALL WAY STOP WARRANT ANALYSIS

LOCATION: Alton Ave at New Access between 7th St and T

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach Total
45	Major App1:	Alton Ave	NB	1	1,564
45	Major App3:	Alton Ave	SB	1	671
30	Minor App2:	New Access betwe EB		1	82
30	Minor App4:	New Access betwe WB		1	1,846

*Posted Speed or 85th Percentile

0.70 SPEED FACTOR USED? **Yes**

CORRECTABLE CRASHES: 0

(12-month period)

Minimum Volume Requirement

210

140

(base requirements are 300 and 200 vph)

	MAJOR	MAJOR	MINOR	MINOR	MAJOR APPROACH TOTAL	MINOR APPROACH TOTAL	WARRANT MET
Hour	APP. 1	APP. 3	APP. 2	APP. 4	Σ (APP. 1 + APP. 3)	Σ (APP. 2 + APP. 4)	MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	71	34	6	71	105	77	NO / NO
7:00 - 8:00	90	48	12	99	138	111	NO / NO
8:00 - 9:00	102	50	8	119	152	127	NO / NO
9:00 - 10:00	95	44	6	119	139	125	NO / NO
10:00 - 11:00	106	42	4	124	148	128	NO / NO
11:00 - 12:00	137	54	6	165	191	171	NO / YES
12:00 - 13:00	159	64	4	211	223	215	YES / YES
13:00 - 14:00	140	57	6	163	197	169	NO / YES
14:00 - 15:00	127	58	6	163	185	169	NO / YES
15:00 - 16:00	138	57	6	151	195	157	NO / YES
16:00 - 17:00	145	57	6	153	202	159	NO / YES
17:00 - 18:00	136	61	6	153	197	159	NO / YES
18:00 - 19:00	118	45	6	155	163	161	NO / YES
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	1,564	671	82	1,846			

Hours met for warrant: Met (Hr) 1 Required (Hr) 8

AWS Volume Warrant:
(2B.16 MnMUTCD)

Not satisfied

Crash Warrant:
(2B.13 MnMUTCD)

Not Satisfied

COMMENTS: In addition to the 8-hour volume and crash experience warrants, sight distance, interim conditions, and other factors may be considered.

Alton Ave at New Access between 7th St and TH 19 - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrant 1 Summary

LOCATION: Alton Ave at New Access between 7th St

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	1,564
45	Major App3:	Alton Ave	SB	1	671
30	Minor App2:	New Access betwe	EB	1	82
30	Minor App4:	New Access betwe	WB	1	1,846

*Posted Speed or 85th Percentile

40 MPH OR FASTER? YES
 POPULATION < 10,000? YES
 VOLUME REQ. AT 70%? YES

CORRECTABLE CRASHES: 0
 (12-month period)

	Minimum Volume Requirement		
	1A	1B	1A&B*
Major Total	350	525	420
Minor Approach	105	53	84

*Combination 1A&B Warrant is 80% of highest 1A or 1B criteria.

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL S (APP. 1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 Hour MAJOR/MINOR	WARRANT 1B - 8 Hour MAJOR/MINOR	WARRANT 1A/B 8 Hour MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	71	34	6	71	105	71	NO / NO	NO / YES	NO / NO
7:00 - 8:00	90	48	12	99	138	99	NO / NO	NO / YES	NO / YES
8:00 - 9:00	102	50	8	119	152	119	NO / YES	NO / YES	NO / YES
9:00 - 10:00	95	44	6	119	139	119	NO / YES	NO / YES	NO / YES
10:00 - 11:00	106	42	4	124	148	124	NO / YES	NO / YES	NO / YES
11:00 - 12:00	137	54	6	165	191	165	NO / YES	NO / YES	NO / YES
12:00 - 13:00	159	64	4	211	223	211	NO / YES	NO / YES	NO / YES
13:00 - 14:00	140	57	6	163	197	163	NO / YES	NO / YES	NO / YES
14:00 - 15:00	127	58	6	163	185	163	NO / YES	NO / YES	NO / YES
15:00 - 16:00	138	57	6	151	195	151	NO / YES	NO / YES	NO / YES
16:00 - 17:00	145	57	6	153	202	153	NO / YES	NO / YES	NO / YES
17:00 - 18:00	136	61	6	153	197	153	NO / YES	NO / YES	NO / YES
18:00 - 19:00	118	45	6	155	163	155	NO / YES	NO / YES	NO / YES
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	1,564	671	82	1,846					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	Eight Hour Volumes	0	8	Not satisfied
	Warrant 1A Minimum Vehicular Volume	0	8	Not satisfied
	Warrant 1B Interruption of Continuous Flow	0	8	Not satisfied
	1A & 1B Combination of Warrants (80% of 1A and 1B)	0	8	Not satisfied
Warrant 2	Four Hour Volumes	0	4	Not satisfied
Warrant 3	Peak Hour Volumes	0	1	Not satisfied
Warrant 7	Crash Experience	0	8	Not satisfied

MINOR APPROACHES:

EB: 100% Minor Rights Included; Minor Left is approximately 50% of total approach volume.

WB: 100% Minor Rights Included; Minor Left is approximately 75% of total approach volume.

Alton Ave at New Access between 7th St and TH 19 - 2050 Build

SIGNAL WARRANT ANALYSIS

Warrants 2 and 3 Summary

LOCATION: Alton Ave at New Access between 7th St and TH 19

COUNTY: Scott

REF. POINT: 0

DATE: 5/1/2026

OPERATOR: KMP

40 MPH OR FASTER? YES

POPULATION < 10,000? YES

VOLUME REQ. AT 70%? YES

Speed*	Approach	Description	Direction:	Lanes	Approach
45	Major App1:	Alton Ave	NB	1	1,564
45	Major App3:	Alton Ave	SB	1	671
30	Minor App2:	New Access betwe	EB	1	82
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*Posted Speed or 85th Percentile

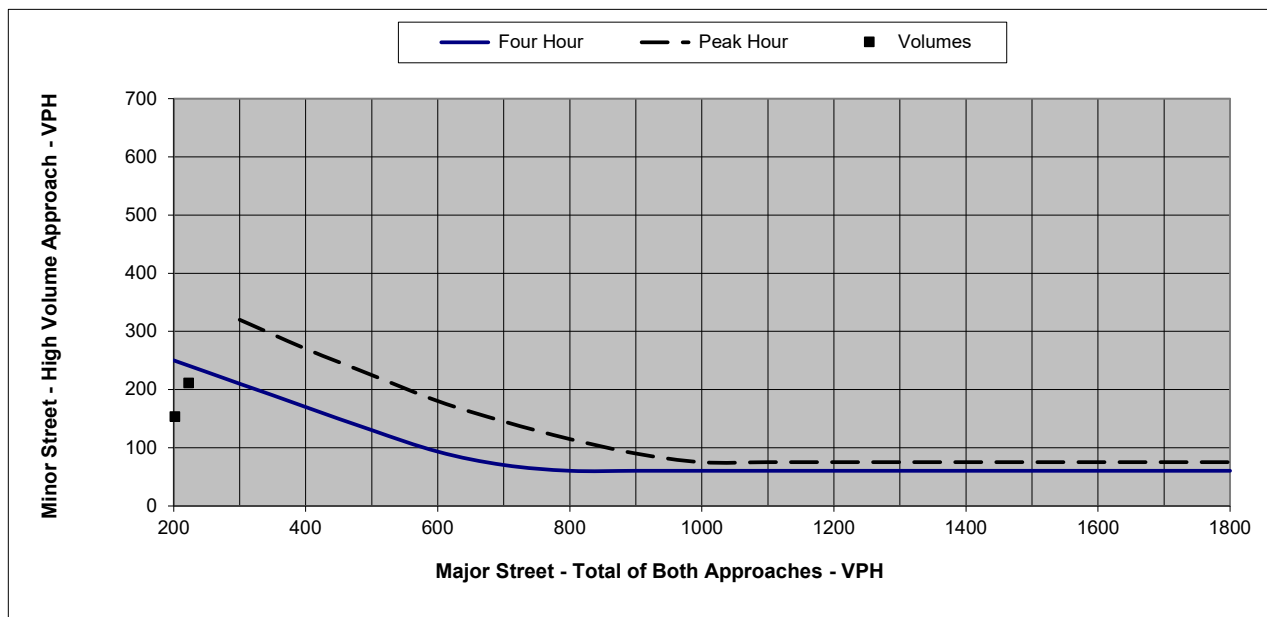


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	250	
300	210	320
400	170	270
500	130	225
600	93	180
700	70	145
800	60	115
900	60	90
1000	60	75
1100	60	75
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
HOUR	Sum Major App.	Max Minor App.	Warrant 2 Four Hour	Warrant 3 Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	105	71	NO	NO
7:00 - 8:00	138	99	NO	NO
8:00 - 9:00	152	119	NO	NO
9:00 - 10:00	139	119	NO	NO
10:00 - 11:00	148	124	NO	NO
11:00 - 12:00	191	165	NO	NO
12:00 - 13:00	223	211	NO	NO
13:00 - 14:00	197	163	NO	NO
14:00 - 15:00	185	163	NO	NO
15:00 - 16:00	195	151	NO	NO
16:00 - 17:00	202	153	NO	NO
17:00 - 18:00	197	153	NO	NO
18:00 - 19:00	163	155	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Appendix C

Level 1 Desktop Wetland Delineation

MEMORANDUM

TO: Chris Knutson, SEH

FROM: Monica Reller, SEH Natural Resources Scientist
Certified Minnesota Wetland Professional (In Training) No. 5641

DATE: February 9, 2026

RE: Alton Avenue Realignment – Level 1 Wetland Delineation
SEH No. NEWPR 189801 14.00

INTRODUCTION

The purpose of this report is to outline the methodology and results of a Level 1 wetland delineation conducted to support future realignment work on Alton Avenue, New Prague. The results of this Level 1 wetland delineation are based on a review of existing data and do not constitute a field wetland delineation.

SITE DESCRIPTION

The project site is located within Sections 26 and 35, Township 113 North, Range 23 West in the cities of Helena and New Prague, Scott County, Minnesota. The AOI includes approximately 495 acres with parcels owned by numerous entities. The AOI is located north of W 280th Street and follows Afton Ave north until just past the intersection of Afton Ave and W 270th St. The area of investigation includes agricultural land, residential properties, forested and wetland areas, riverine channels, and open grass.

LEVEL 1 METHODOLOGY

Wetlands were evaluated in the vicinity of the AOI as shown on **Figure 2**. Various data sets were collected in order to aid in the identification of wetland areas including:

Aerial Photography:

- Scott County Pictometry in natural color (2015, 2017, 2019, 2021, 2023, and 2025) with 6 to 12-inch resolution

Elevation Data:

- Minnesota Department of Natural Resources (MnDNR) LiDAR data for Minnesota, flown in 2010 – 2011. Includes digital elevation model (DEM) with a 1-meter spatial resolution and 2-ft contours.

Ancillary Data Sets:

- U.S. Fish & Wildlife Service National Wetlands Inventory (NWI) – Updated by MnDNR in 2015 - 2018
- Natural Resources Conservation Service Soil Survey Geographic Maps (SSURGO) for Scott County

These data were used to produce relevant resource maps for the project and are shown on figures as follows:

- USGS topographic map is shown on **Figure 1**;

- The project area on a 2023 aerial photograph for Scott County including the Bank Service Area (BSA) major and minor watersheds is shown on **Figure 2**;
- The project area on 2025 and 2021 aerial photographs for New Prague are shown on **Figures 2a** and **2b**, respectively.
- NWI wetlands and MnDNR Public Waters Inventory (PWI) features are shown on **Figure 3**;
- Mapped soil units and the hydric soils list for Scott County according to the SSURGO are shown on **Figure 4**;
- LiDAR data including two-foot contours and a DEM for the project are shown on **Figure 5**;
- Wetland delineation results are shown on **Figure 6**.

The general process involved identifying areas that are potential wetlands and then determining a boundary for those wetlands. Areas of potential wetland are identified for further investigation primarily using the DEM and various years of natural and color infrared aerial photography. Prior land classification data such as the NWI and soils are also reviewed to ensure areas previously identified as wetland were also investigated. Once an area is identified as wetland, the DEM, and higher resolution aerial photographs are used to aid in boundary determination.

RESULTS

The level 1 wetland delineation conducted on February 9, 2026, identified twelve (12) wetlands within the AOI (**Figure 6**). Below is a summary table of the wetland characteristics.

Table 1: Summary of Level 1 Wetland Delineation Characteristics

Wetland ID	Size (Acre s)	Hydrogeomorphic Classification	Eggers and Reed	Circular 39	Cowardin	Linear Connectivity
Wetland 1	7.32	Riverine	Floodplain Forest	Type 7	PFO1A	Surficial connectivity to Sand Creek.
Wetland 2	1.942	Riverine	Floodplain Forest	Type 7	PFO1A	Surficial connectivity to Sand Creek.
Wetland 3	1.467	Depression	Fresh (wet) Meadow	Type 2	PEM1Af	Isolated basin.
Wetland 4	1.758	Depression	Fresh (wet) Meadow	Type 2	PEM1A	Isolated basin.
Wetland 5	0.639	Depression	Fresh (wet) Meadow	Type 2	PEM1A	Isolated basin.
Wetland 6	7.781	Depression	Shallow Marsh	Type 3	PEM1C	Isolated basin.
Wetland 7	25.826	Riverine	Floodplain Forest	Type 7	PFO1A	Surficial connectivity to Sand Creek.
Wetland 8	6.027	Riverine	Fresh (wet) Meadow	Type 2	PEM1A	Surficial connectivity to stream.

Wetland 9	0.255	Depression	Fresh (wet) Meadow	Type 2	PEM1A	Isolated basin.
Wetland 10	0.731	Depression	Fresh (wet) Meadow	Type 2	PEM1A	Isolated basin.
Wetland 11	0.866	Depression	Shallow Marsh	Type 3	PEM1C	Isolated basin.
Wetland 12	0.235	Depression	Shallow Marsh	Type 3	PEM1C	Isolated basin.
¹ Size includes areas of wetland within the area of investigation only. Wetlands may extend beyond the limits of the area investigated and actual wetland size may be larger than that indicated.						

REGULATORY CONSIDERATIONS

Wetlands in the project area may be regulated by agencies at the local, regional, state, and federal levels including the USACE and EPA at the federal level, the Minnesota Board of Soil and Water Resources (BWSR) and Minnesota Pollution Control Agency (MPCA) at the state level, and Scott County at the local level. The Scott Soil and Water Conservation District has accepted responsibility for administration of the Minnesota WCA of 1991.

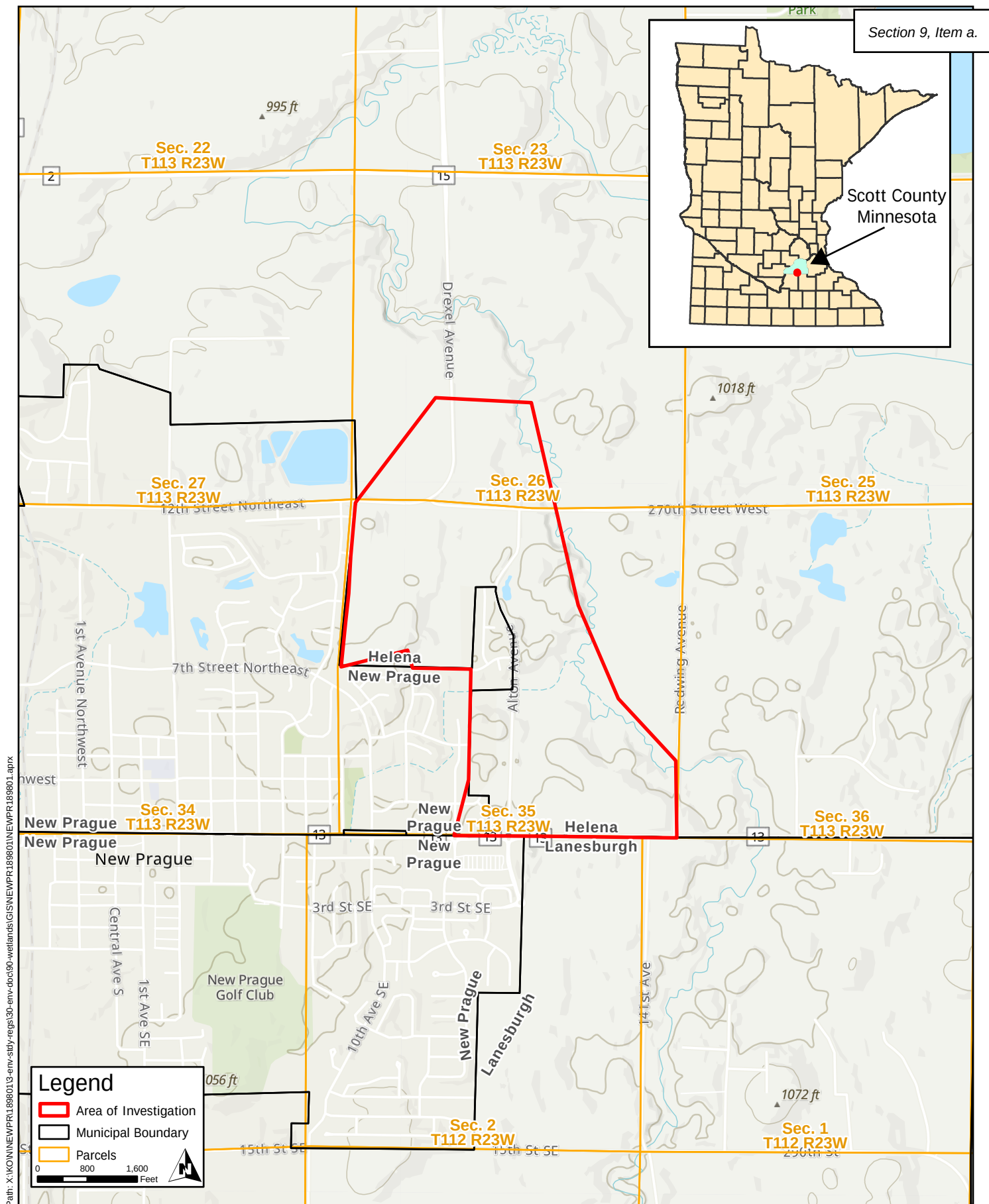
Construction plans that propose any direct alteration or indirect impact to wetlands within the project area would require permits from the appropriate regulatory agencies. Violation of wetland regulations can result in substantial civil and/or criminal penalties. Should it be determined that wetland impacts are unavoidable and a wetland replacement plan through the purchase of wetland credits become needed, the wetlands described herein are in Bank Service Area (BSA) #9, major watershed #33 (Lower Mississippi River), and minor watersheds #33018 (Sand Creek) and #33023 (Unknown).

CONTACTS

Please contact Monica Polgar at mpolgar@sehinc.com or at 612.428.0289 with any questions you may have regarding this delineation.

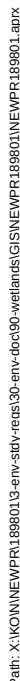
List of Figures

- Figure 1 – Site Location and Topography
- Figure 2 – 2023 Aerial Photograph & Watersheds
 - Figure 2a – 2025 Aerial Photograph
 - Figure 2b – 2021 Aerial Photograph
- Figure 3 – NWI & MnDNR PWI
- Figure 4 – Scott County Soil Survey (SSURGO)
 - Figure 4b – Soil Description
- Figure 5 – MnTOPO LiDAR & 2-Foot Contours
- Figure 6 – Level 1 Wetland Delineation Results



ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 1
Site Location and Topography



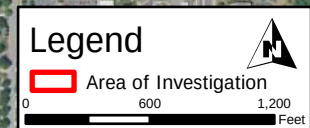


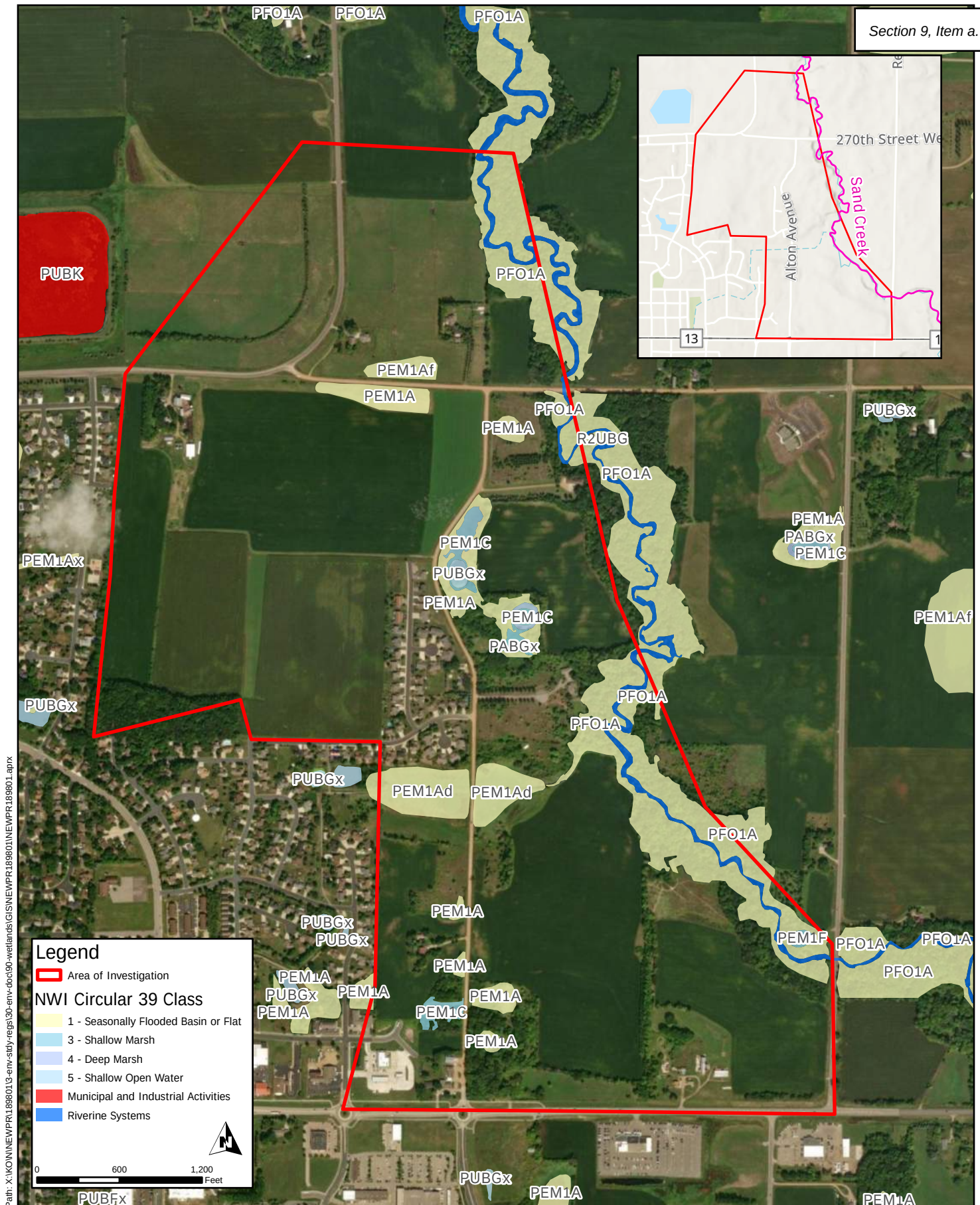
Project Number: NEWPR 189801
Print Date: 2/9/2026

Map by: mpolgar
Projection:
Source: SEH, ESRI, GIS, MndNR

ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 2a
2025 Aerial Photography



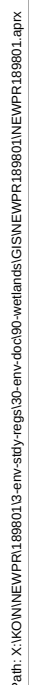


Project Number: NEWPR 189801
Print Date: 2/9/2026

Map by: mpolgar
Projection:
Source: SEH, ESRI, GIS, MndNR

ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 3
NWI and MNDNR PWI



Map Unit	Soil Series	Hydric Rating
106B	Lester loam, 2 to 6 percent slopes	10
109	Cordova clay loam, 0 to 2 percent slopes	90
Ab	Alluvial land, frequent overflow, 0 to 6 percent slopes	90
Bc	Blue Earth mucky silt loam, 0 to 1 percent slopes	100
CaB	Clarion loam, 2 to 6 percent slopes	5
CaB2	Clarion loam, 2 to 6 percent slopes, moderately eroded	5
CaC2	Clarion loam, 6 to 10 percent slopes, moderately eroded	0
Cc	Comfrey silty clay loam	100
Ga	Glencoe silty clay loam, 0 to 1 percent slopes	100
LaB2	Estherville loam, 2 to 6 percent slopes, moderately eroded	5
LbD	Estherville-Burnsville complex, 12 to 50 percent slopes	5
LcB	Lester loam, 2 to 6 percent slopes	10
LcB2	Lester loam, 2 to 6 percent slopes, moderately eroded	0
LcC	Lester loam, 6 to 10 percent slopes	5
LcC2	Lester loam, 6 to 10 percent slopes, moderately eroded	2
LcD	Lester loam, 10 to 16 percent slopes	2
LcD2	Lester loam, 10 to 16 percent slopes, moderately eroded	0
LcE2	Lester loam, 10 to 22 percent slopes, moderately eroded	0
LdF3	Lester soils, 25 to 35 percent slopes	0
Lf	Le Sueur-Lester complex, 1 to 6 percent slopes	10
Ma	Marsh	100
PaA	Klossner muck, 0 to 1 percent slopes	100
TcB	Terril loam, 2 to 6 percent slopes	8
Wb	Webster-Glencoe silty clay loams	100
Wc	Webster-Le Sueur silty clay loams	70

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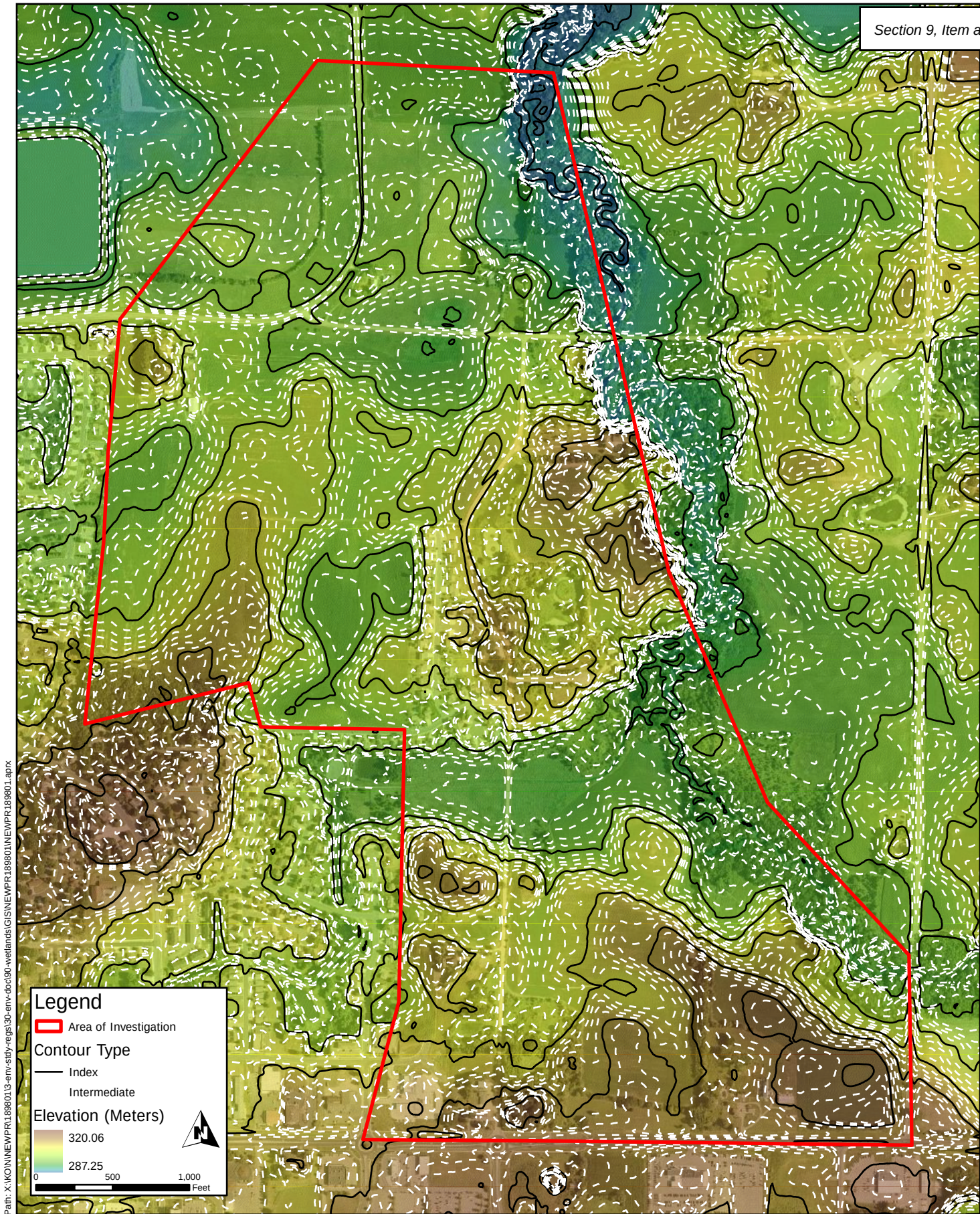


Project Number: NEWPR 189801
Print Date: 2/9/2026

Map by: mpolgar
Projection: NAD 1983 UTM Zone 15N
Source: ESRI, SEH, USGS, USDA NRCS

ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 4a
Soils Description

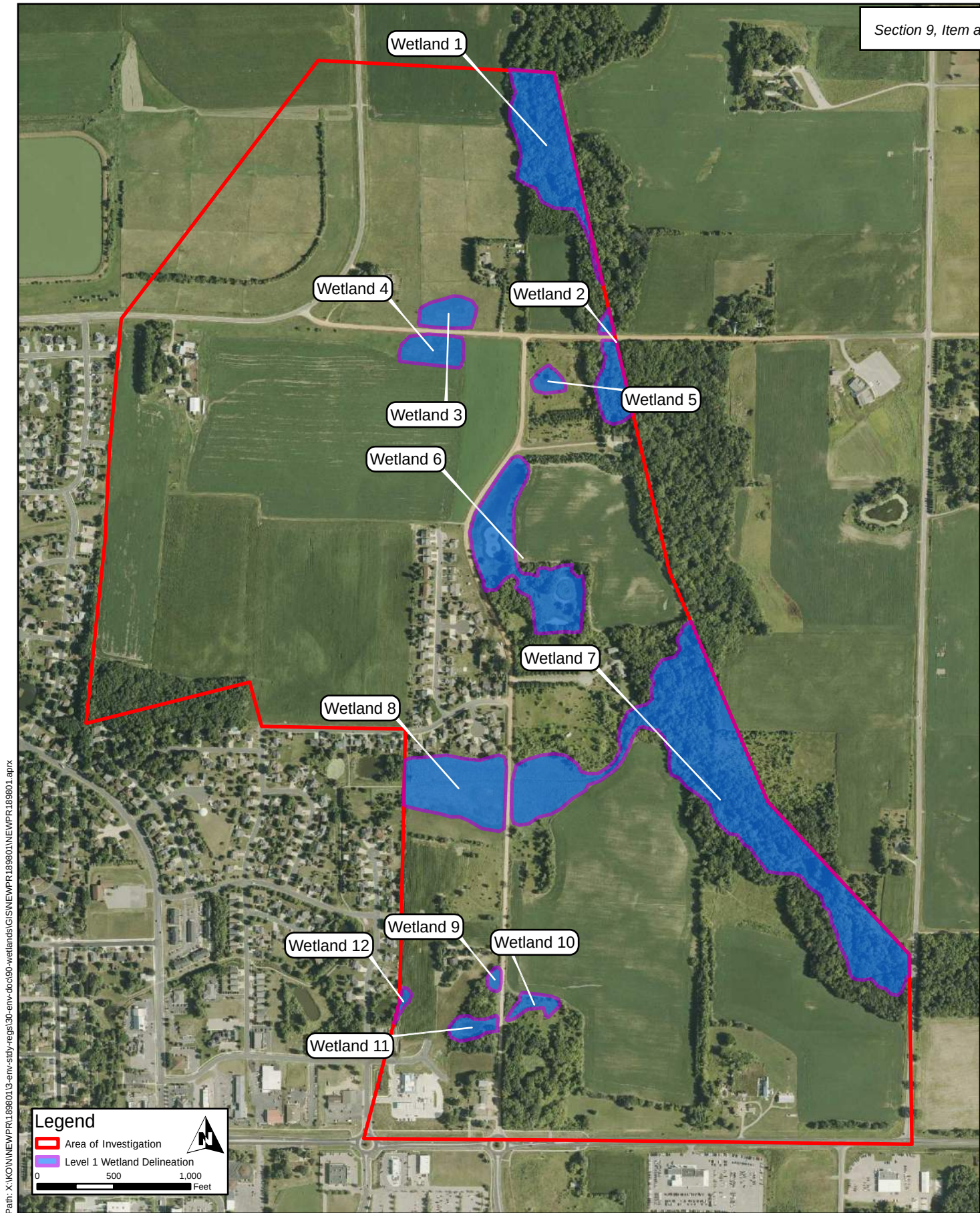


Project Number: NEWPR 189801
Print Date: 2/9/2026

Map by: mpolgar
Projection:
Source: SEH, ESRI, GIS, MndNR

ALTON AVE REALIGNMENT New Prague, Minnesota

FIGURE 5
LiDAR & 2-Foot Contours



Legend

Area of Investigation

Level 1 Wetland Delineation

0 500 1,000 Feet

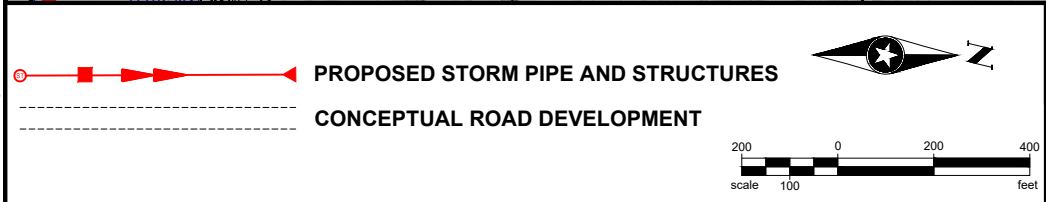
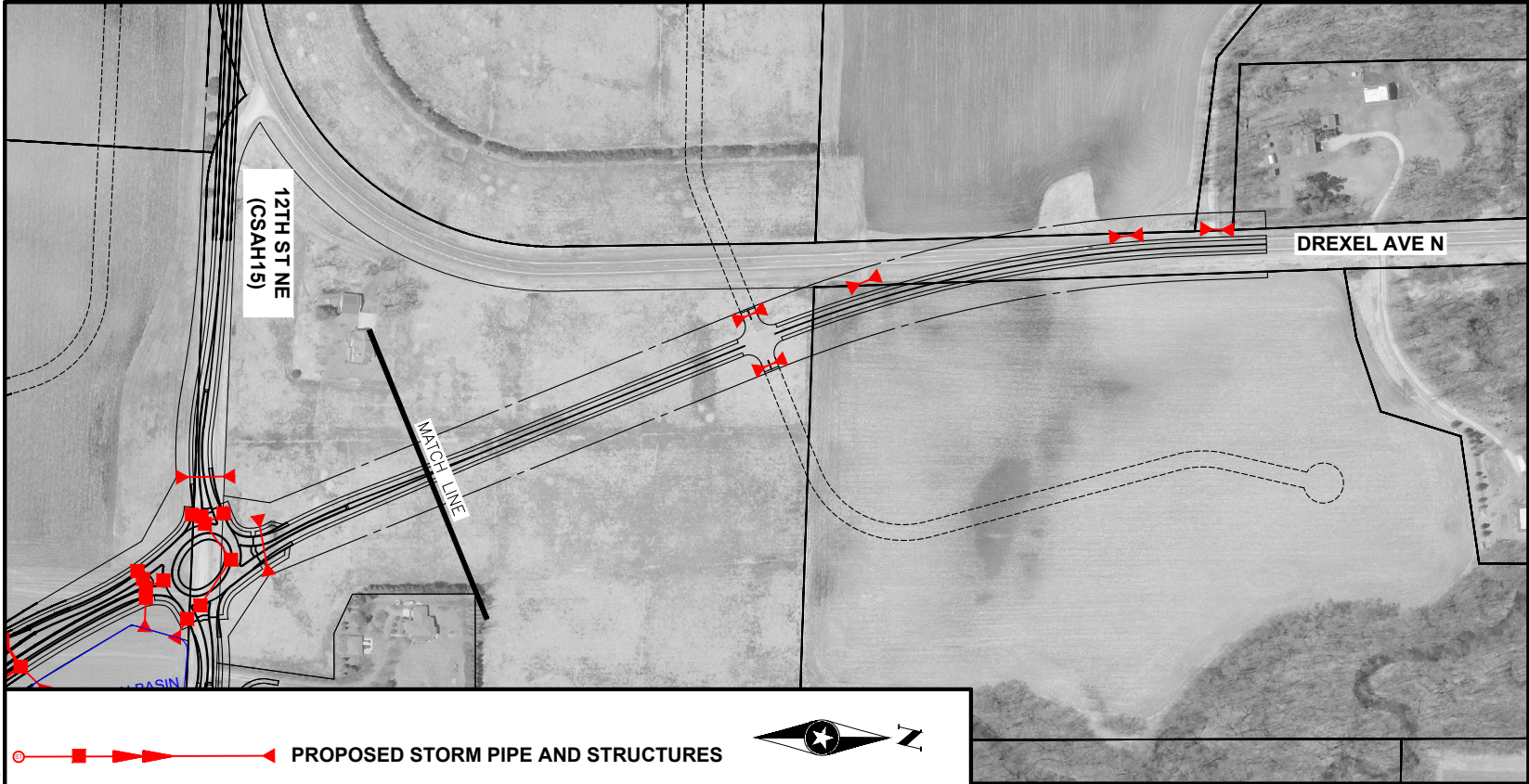
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Print Date: 2/9/2026
Map by: mpolgar
Projection:
Source: SEH, ESRI, GIS, MndNR

ALTON AVE REALIGNMENT
New Prague, Minnesota

FIGURE 6
Level 1 Wetland Delineation Results

Appendix D

Alton Avenue Storm Sewer Layout





PROJECT NO.
NEWPR 189801

DATE:
06/03/26

STORM SEWER LAYOUT - FULL BUILD

ALTON AVENUE N

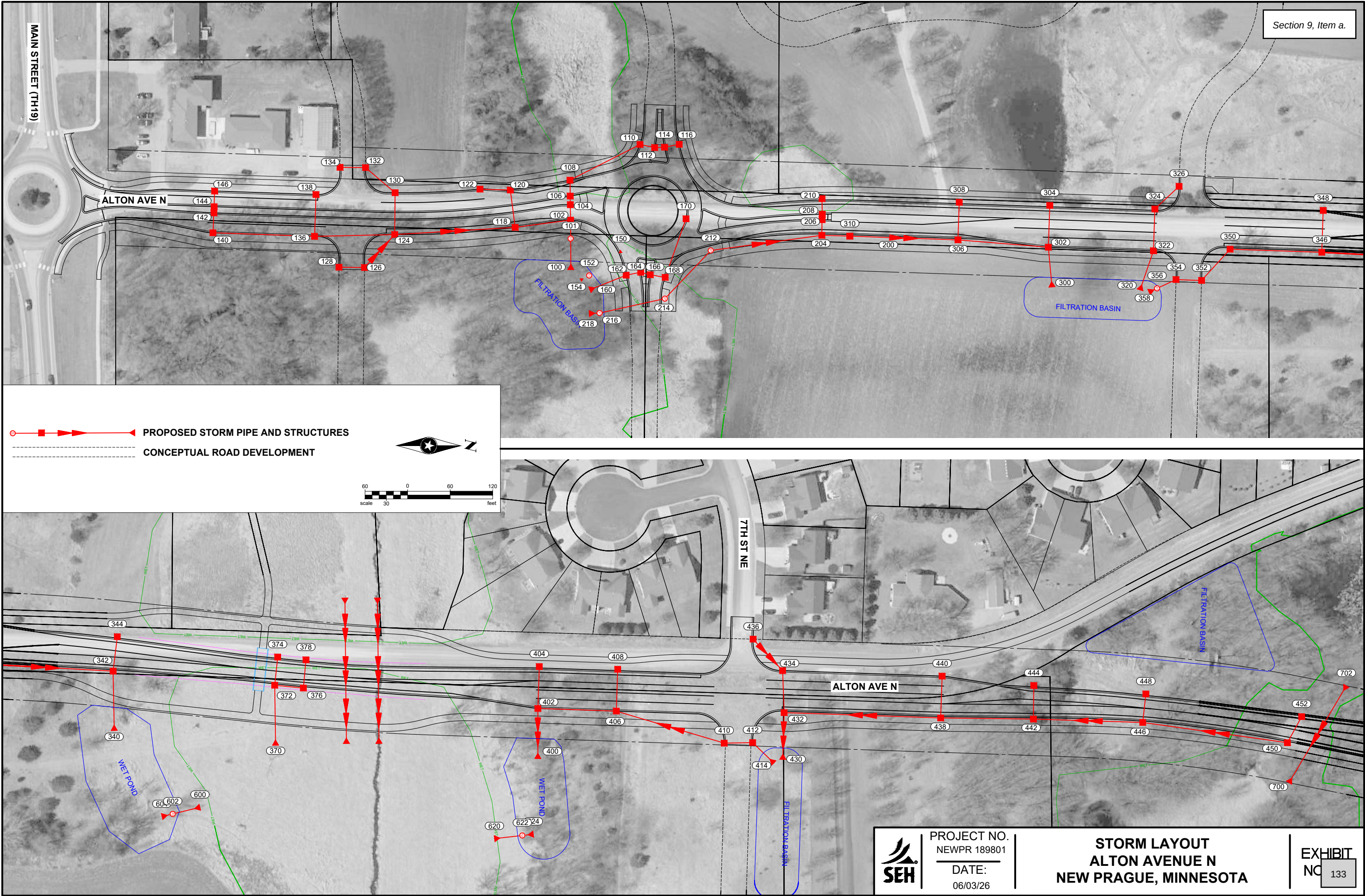
NEW PRAGUE, MINNESOTA

FIGURE

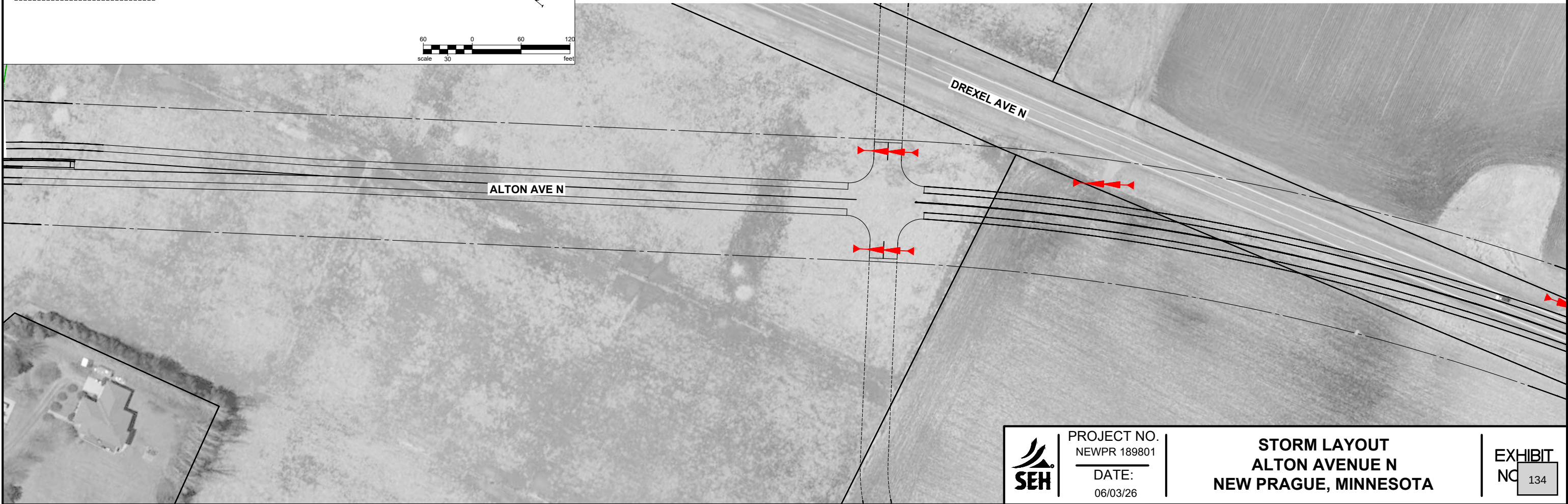
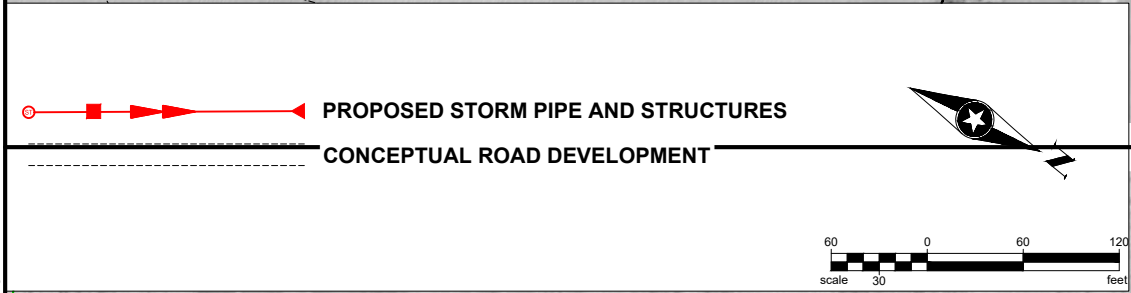
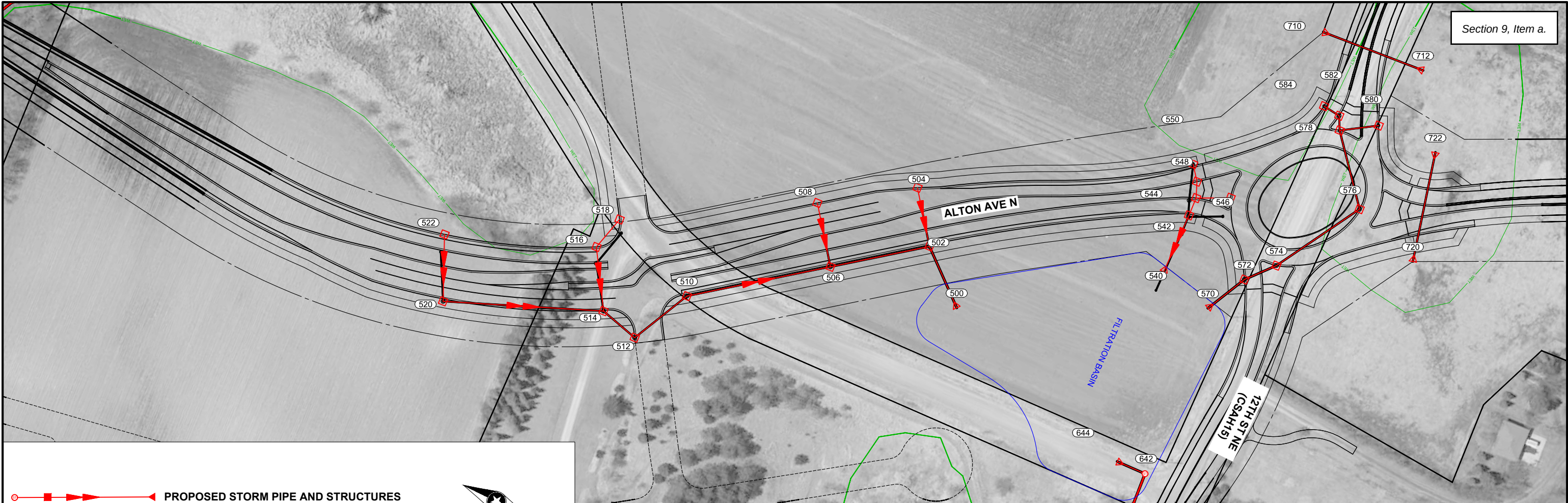
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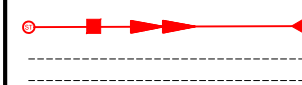


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PROPOSED STORM PIPE AND STRUCTURES

CONCEPTUAL ROAD DEVELOPMENT



N



scale 30 60 120 feet



PROJECT NO.
NEWPR 189801

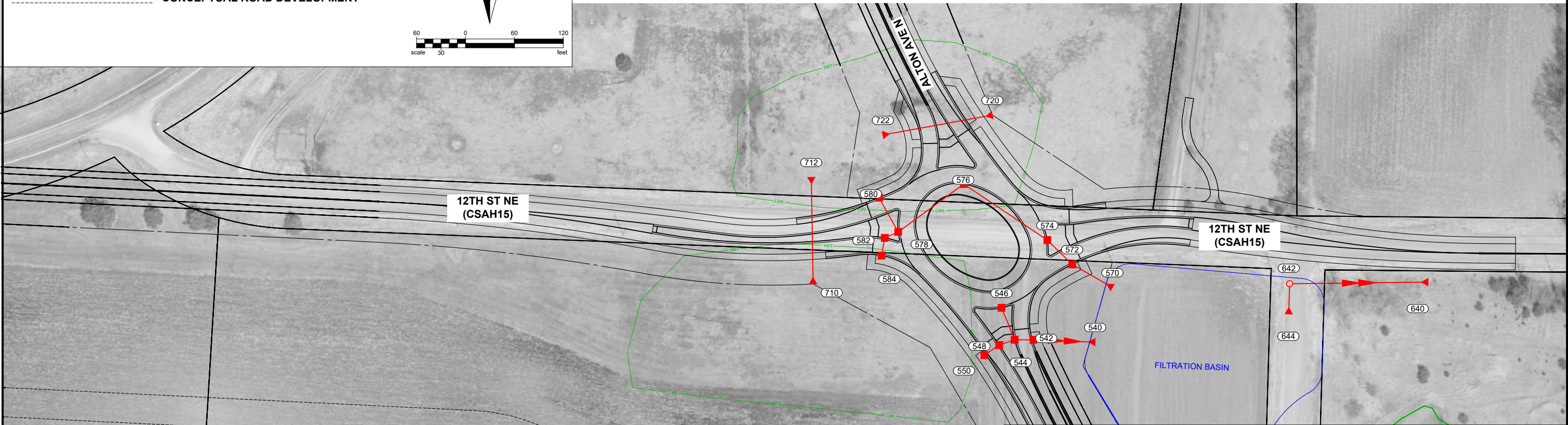
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06/03/26

STORM LAYOUT
ALTON AVENUE N
NEW PRAGUE, MINNESOTA

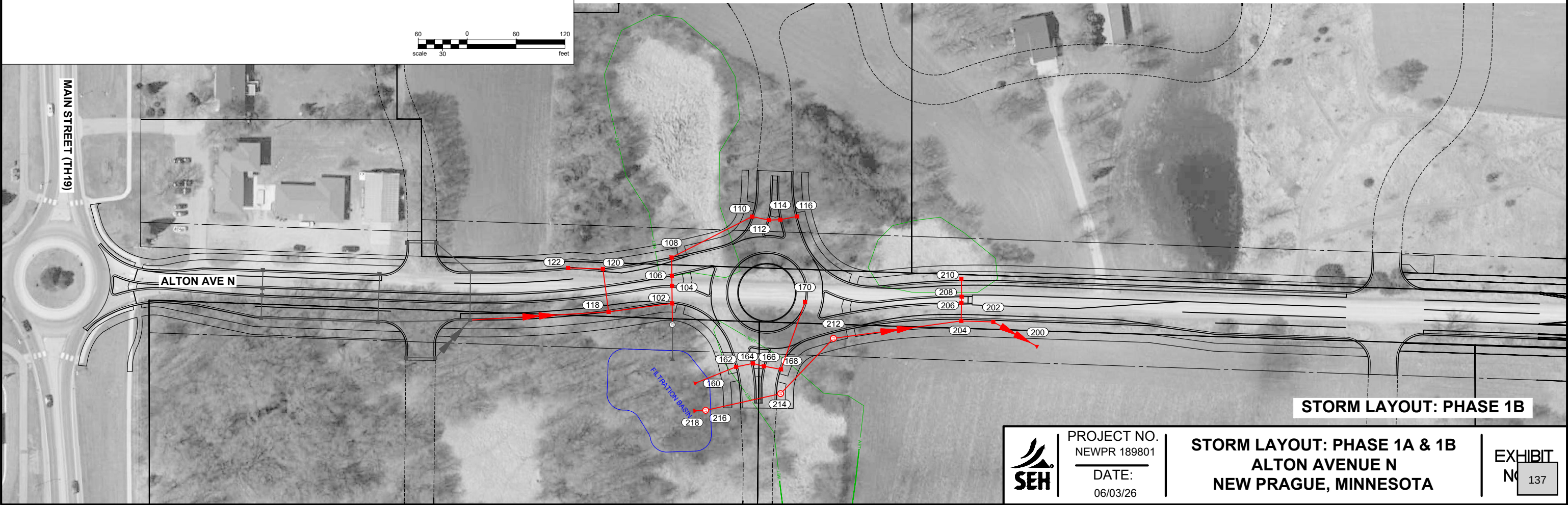
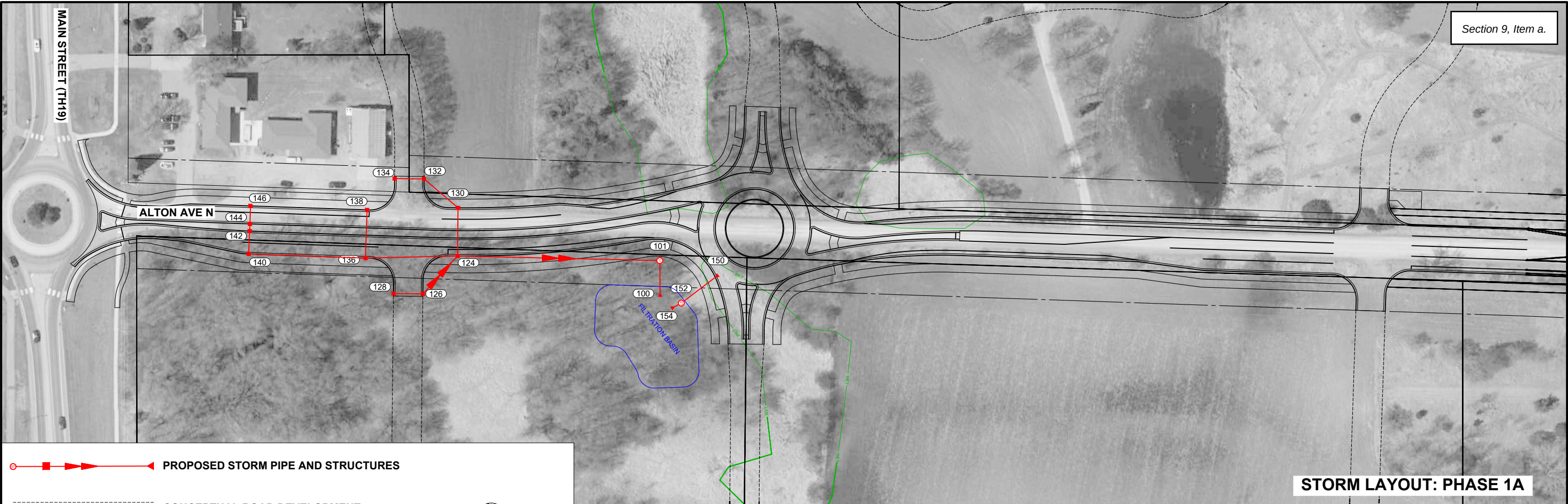
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Section 9, Item a.



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	DATE: 06/03/26		



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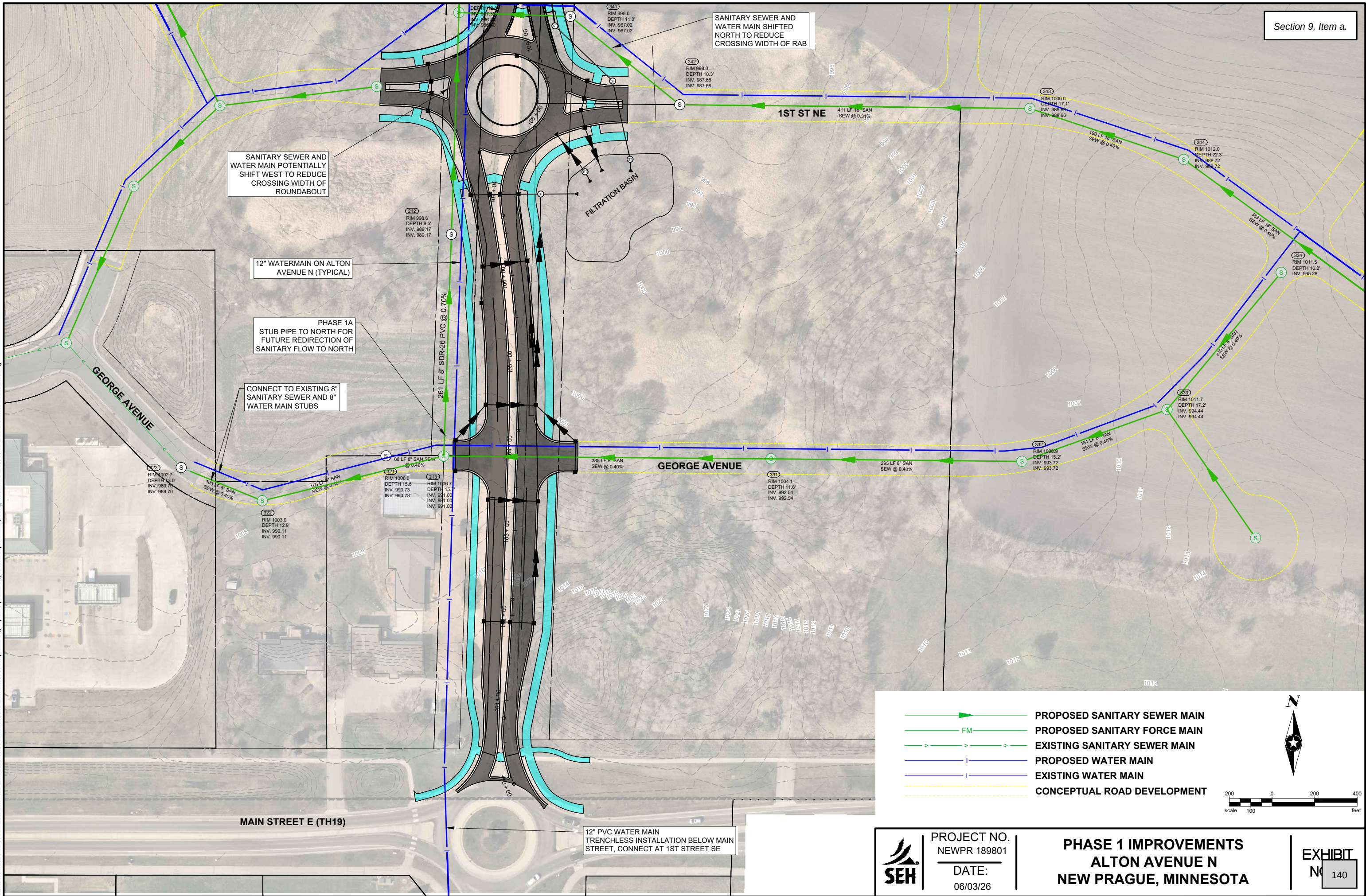
Appendix E

City of New Prague Utility Layouts

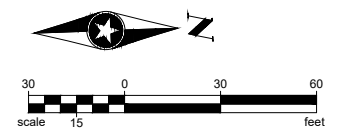


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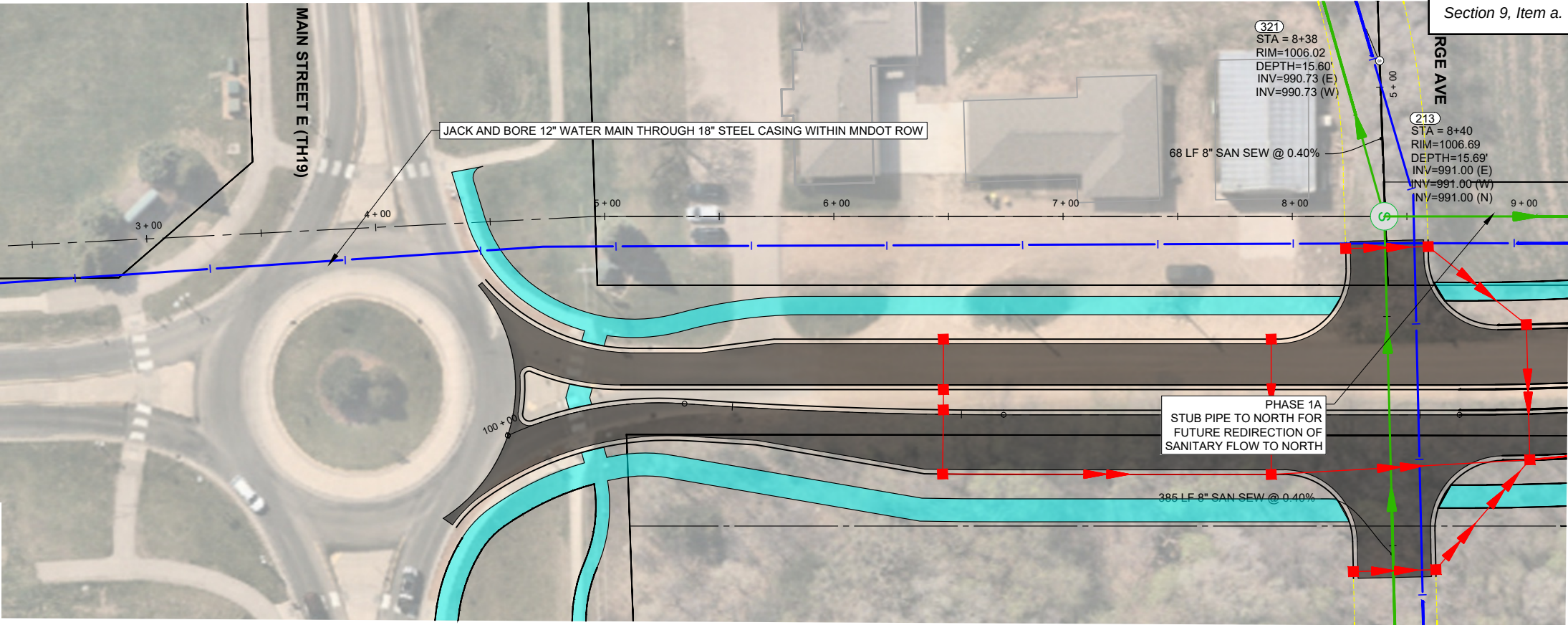
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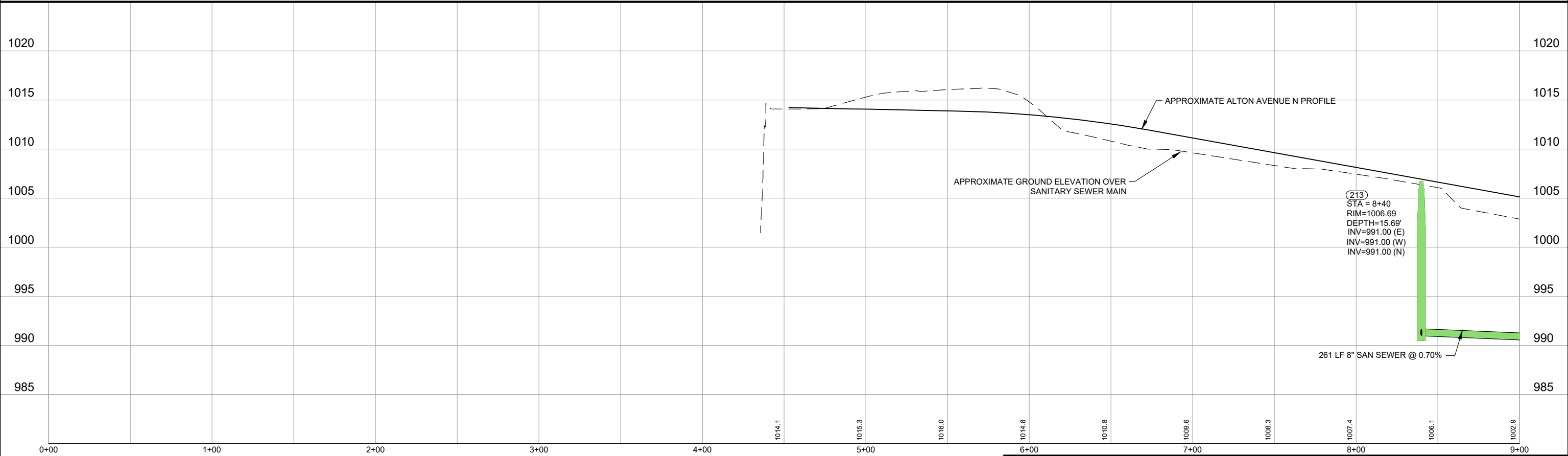
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- PROPOSED SANITARY SEWER MAIN
- PROPOSED SANITARY FORCE MAIN
- EXISTING SANITARY SEWER MAIN
- PROPOSED WATER MAIN
- EXISTING WATER MAIN
- CONCEPTUAL ROAD DEVELOPMENT



ALTON AVENUE N

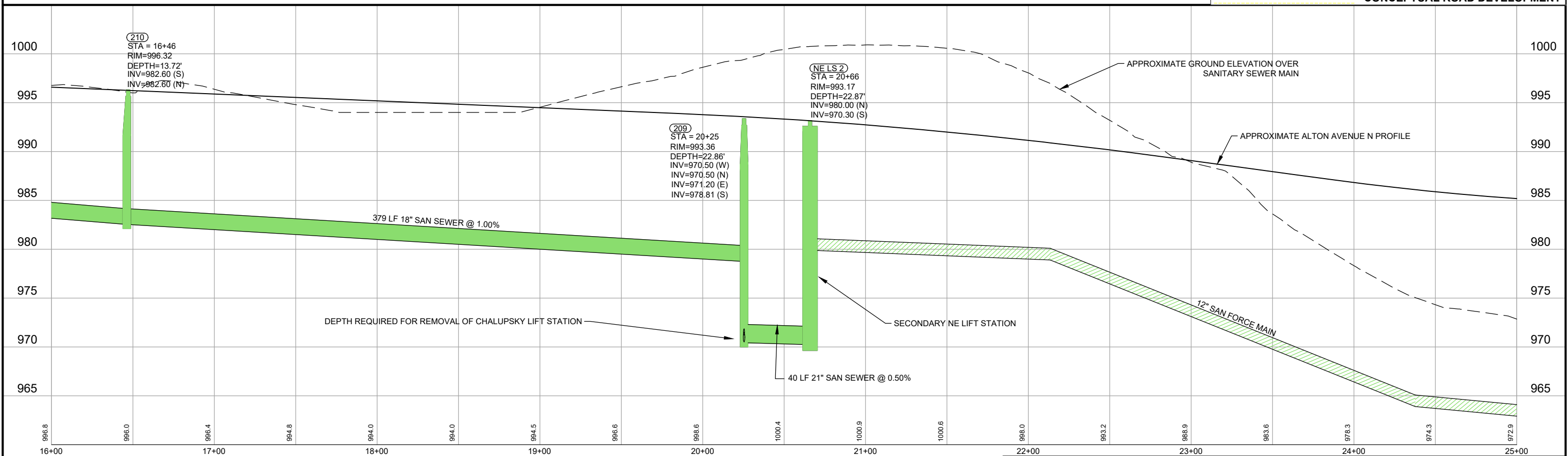


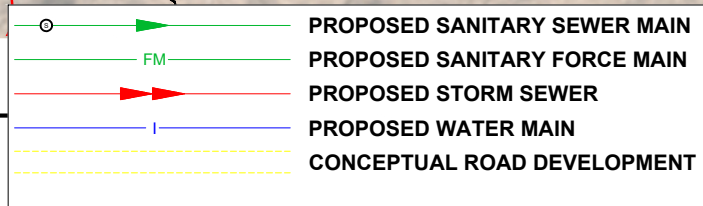


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NEWPR 189801
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06/03/26

ALTON AVENUE N
NEW PRAGUE, MINNESOTA

EXHIBIT NO. 141



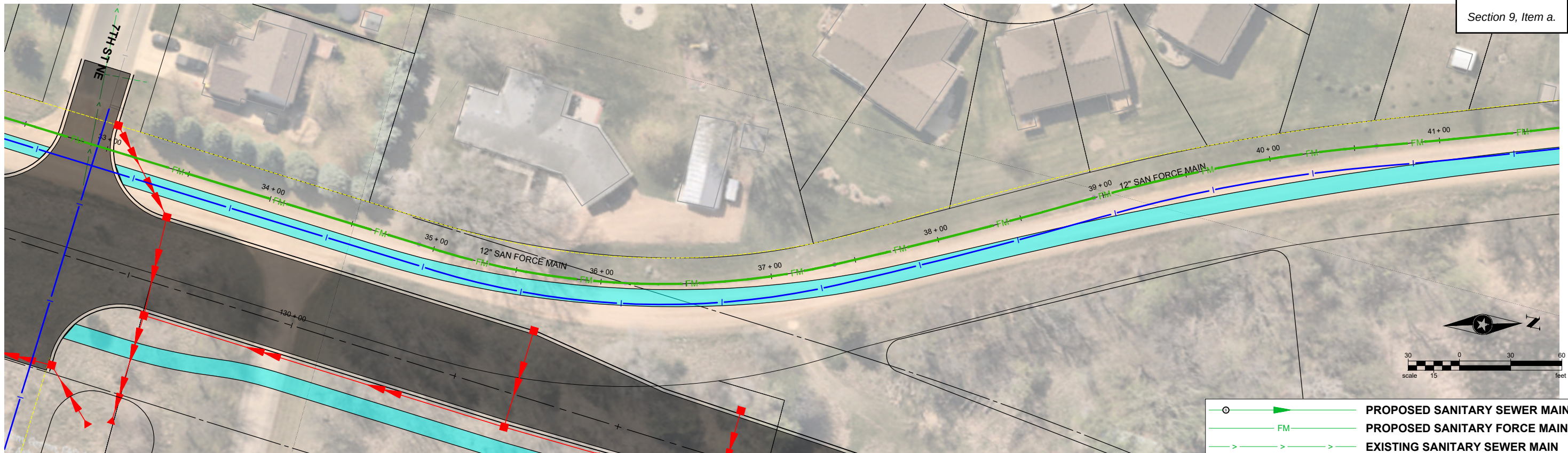


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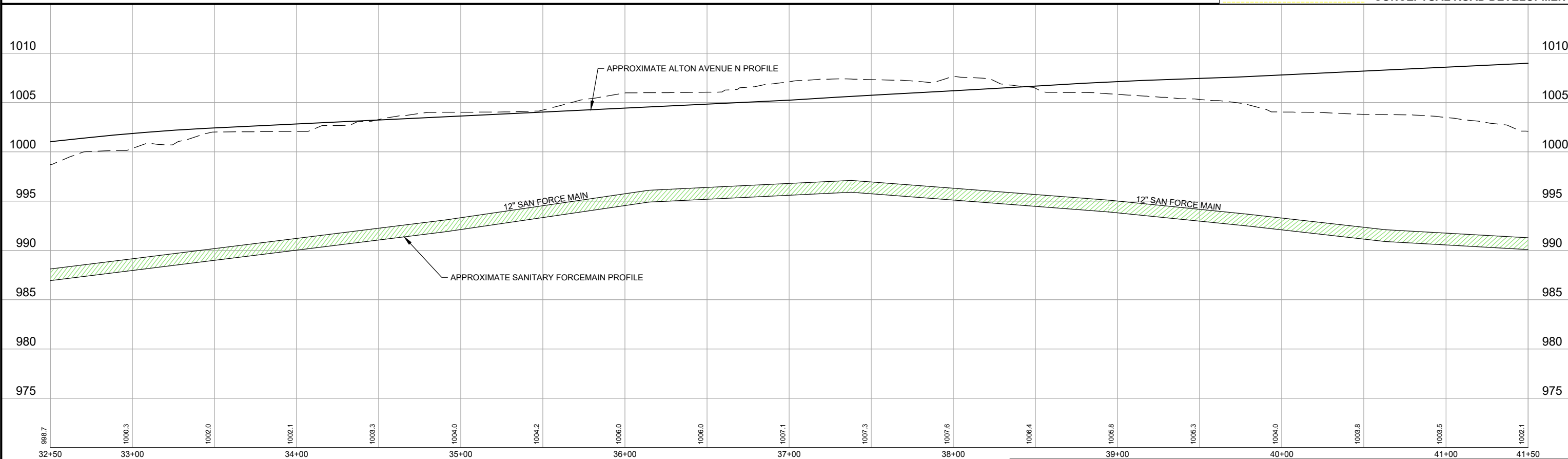


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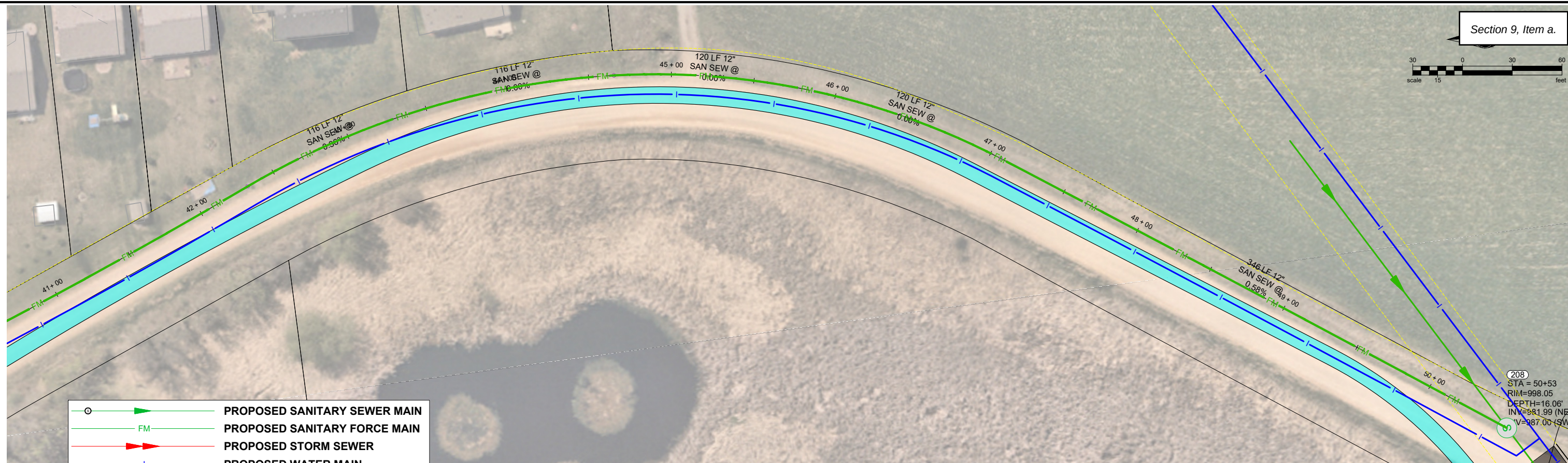


ALTON AVENUE N

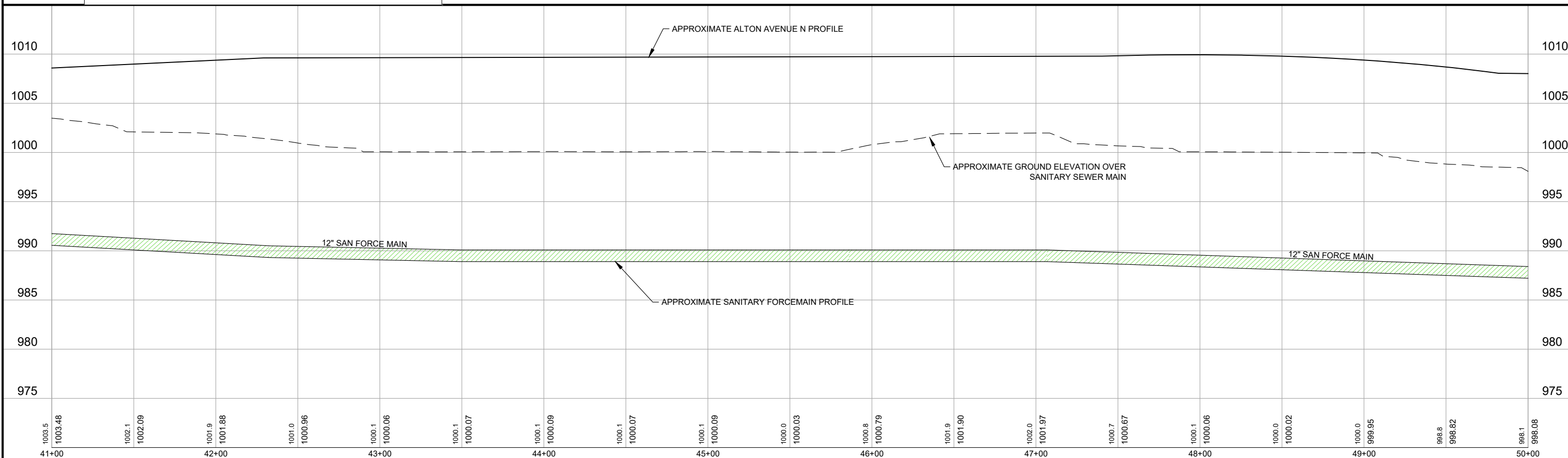


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ALTON AVENUE N



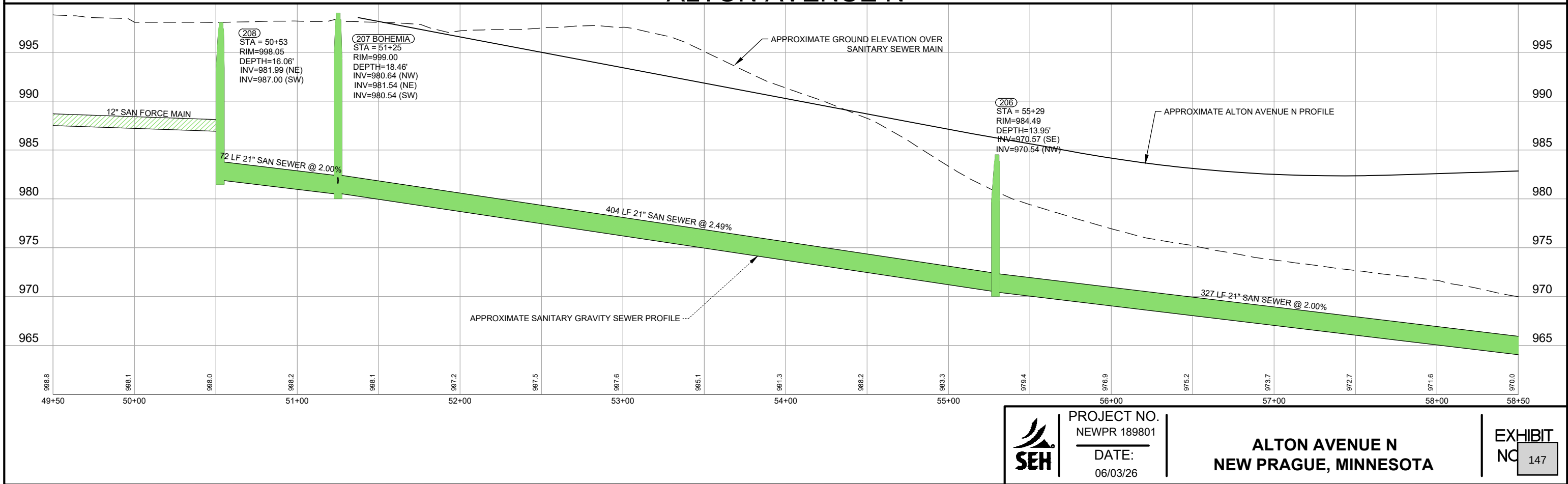
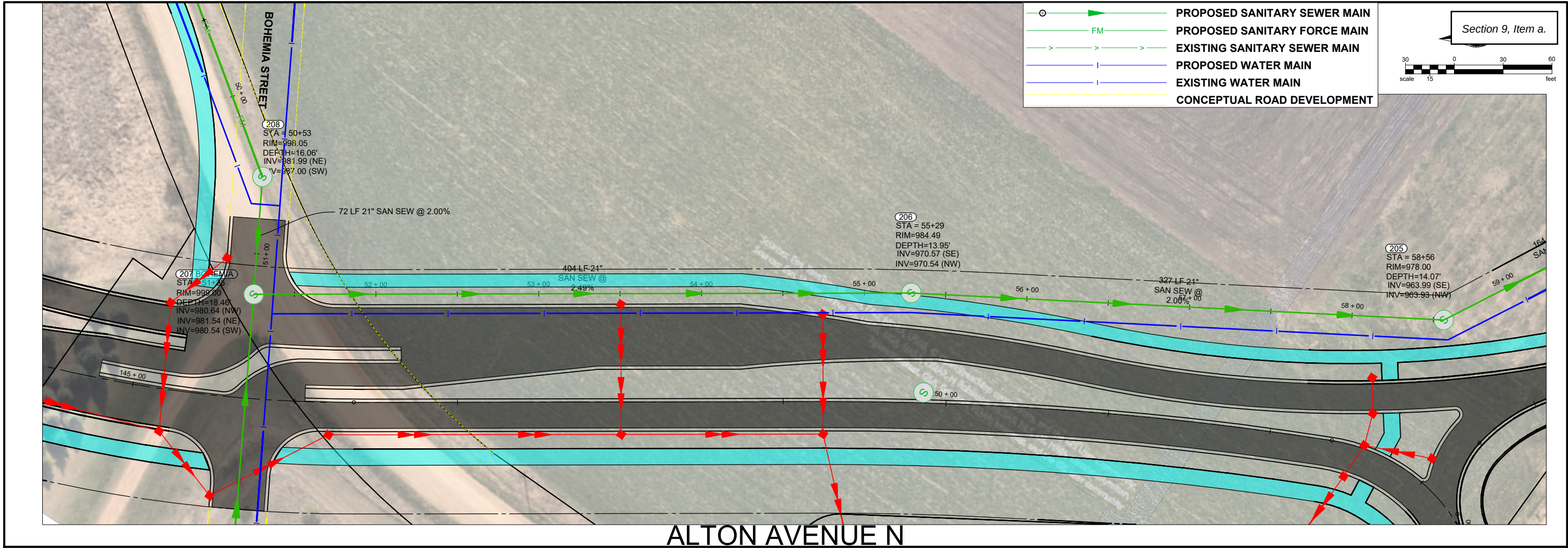


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DATE:
06/03/26

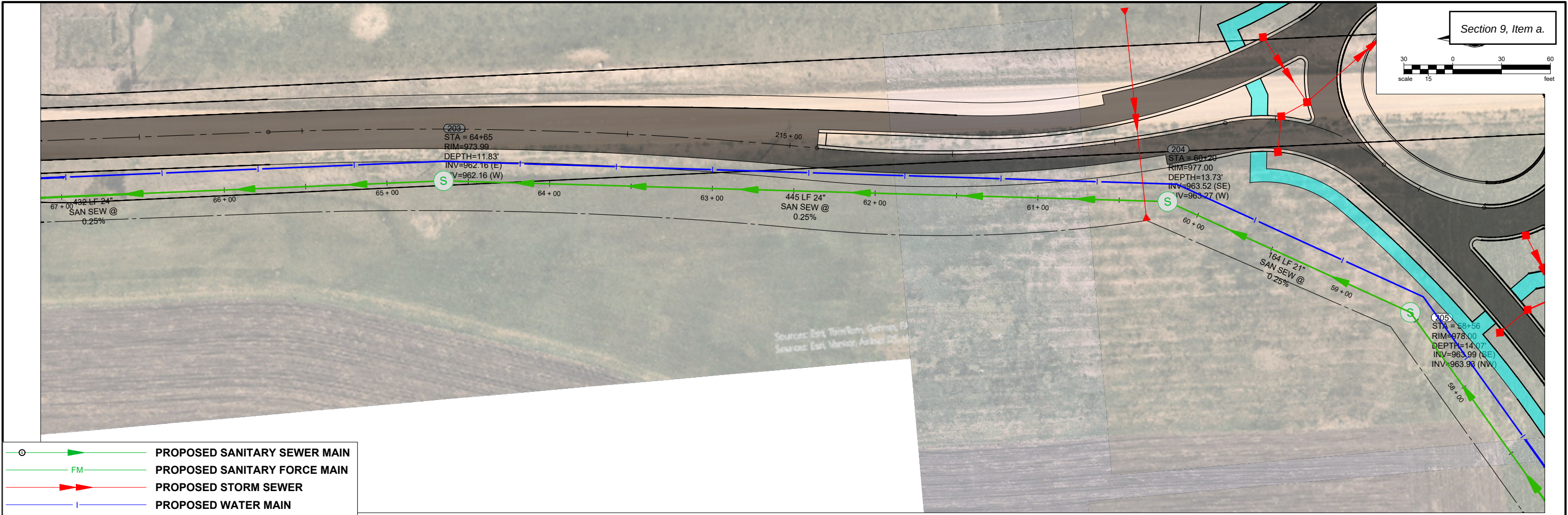
ALTON AVENUE N
NEW PRAGUE, MINNESOTA

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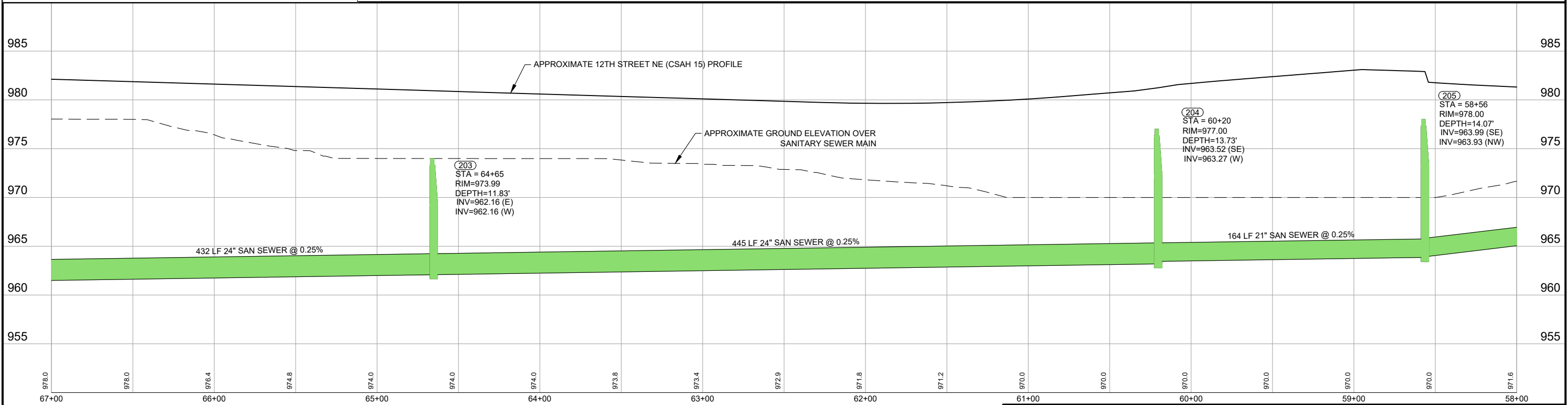
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- PROPOSED SANITARY SEWER MAIN
- FM PROPOSED SANITARY FORCE MAIN
- PROPOSED STORM SEWER
- PROPOSED WATER MAIN
- CONCEPTUAL ROAD DEVELOPMENT





PROJECT NO.
NEWPR 189801
DATE:
06/03/26

ALTON AVENUE N
NEW PRAGUE, MINNESOTA

EXHIBIT
NO. 148

Appendix F

Estimate of Probable Costs

Alton Ave_Phase 1A				
Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	\$110.00	1,545	\$ 169,950
Remove & Replace Bit Trail Pavement	sq ft	\$12.00	0	\$ -
4" Concrete Walk	sq ft	\$10.00	1,582	\$ 15,820
8" Concrete pavement	sq yd	\$110.00	0	\$ -
Concrete pavement	sq yd	\$110.00	0	\$ -
Class 2 Aggregate Shoulder (1)	cu yd	\$60.00	0	\$ -
Class 6 Aggregate Base (1)	cu yd	\$38.00	1,059	\$ 40,237
Subgrade Excavation (1)	cu yd	\$10.00	2,752	\$ 27,524
Common Excavation	cu yd	\$10.00	1,958	\$ 19,583
Common Borrow	cu yd	\$5.00	7,833	\$ 39,166
Select Granular Borrow	cu yd	\$25.00	2,752	\$ 68,809
Mill 3" bit	sq yd	\$4.00	0	\$ -
Curb and Gutter Design B624	lin ft	\$32.00	1,300	\$ 41,600
(a) Subtotal Paving and Grading				\$ 422,690
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		25.0%		\$ 105,672
City Utilities				\$ 313,730
Signing, Striping, Traffic Control		25.0%		\$ 105,672
Erosion Control and Turf Establishment		25.0%		\$ 105,672
(b) Subtotal Utilities, Removals, Drainage, Etc.				\$ 630,747
DRAINAGE				
Storm Sewer				\$ 308,780
(c) Subtotal Drainage				\$ 308,780
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	\$25		\$ -
Bridge rehab	lump sum	\$1,100,000		\$ -
Bridge	sqft	\$440		\$ -
Retaining Wall	sqft	\$120		\$ -
14' x 10' Ped Tunnel	lin ft	\$4,000		\$ -
Lighting	each	\$10,000	4	\$ 40,000
Guardrail	lin ft	\$40		\$ -
Landscaping		\$20,000		\$ -
Intersection ADA	each	\$ 6,000.00	4	\$ 24,000
RRFB	each	\$ 30,000.00		\$ -
Signal System	each	\$ 500,000.00		\$ -
Signal System Modification	each	\$ 300,000.00		\$ -
(d) Subtotal Structural				\$ 64,000
(a+b+c+d) Subtotal Construction				\$ 1,426,217
Roadway Risk		20.0%		\$ 272,443
Structure Risk		20.0%		\$ 12,800
TMP		5.0%		\$ 71,311
Mobilization		5.0%		\$ 71,311
(e) Subtotal Miscellaneous				\$ 427,865
(a+b+c+d+e) Total Construction				\$ 1,854,082
Inflation Adjusted Construction Cost for 2027 (1.09 factor)				\$ 2,020,949
Design & Construction Engineering				\$ 370,816
RW Cost				
Total RW				\$ -
Total RW				\$ -
Total Estimated Cost				\$ 2,391,766

Alton Ave_Phase 1B				
Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	\$110.00	2,065	\$ 227,142
Remove & Replace Bit Trail Pavement	sq ft	\$12.00	0	\$ -
4" Concrete Walk	sq ft	\$10.00	5,739	\$ 57,390
8" Concrete pavement	sq yd	\$110.00	352	\$ 38,708
Concrete pavement	sq yd	\$110.00	0	\$ -
Class 2 Aggregate Shoulder (1)	cu yd	\$60.00	0	\$ -
Class 6 Aggregate Base (1)	cu yd	\$38.00	1,568	\$ 59,569
Subgrade Excavation (1)	cu yd	\$10.00	4,012	\$ 40,118
Common Excavation	cu yd	\$10.00	2,960	\$ 29,604
Common Borrow	cu yd	\$5.00	11,841	\$ 59,207
Select Granular Borrow	cu yd	\$25.00	4,012	\$ 100,294
Mill 3" bit	sq yd	\$4.00	0	\$ -
Curb and Gutter Design B624	lin ft	\$32.00	3,376	\$ 108,032
(a) Subtotal Paving and Grading				\$ 720,063
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		25.0%		\$ 180,016
City Utilities				\$ 187,675
Signing, Striping, Traffic Control		25.0%		\$ 180,016
Erosion Control and Turf Establishment		25.0%		\$ 180,016
(b) Subtotal Utilities, Removals, Drainage, Etc.				\$ 727,723
DRAINAGE				
Storm Sewer				\$ 248,620
(c) Subtotal Drainage				\$ 248,620
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	\$25		\$ -
Bridge rehab	lump sum	\$1,100,000		\$ -
Bridge	sqft	\$440		\$ -
Retaining Wall	sqft	\$120		\$ -
14' x 10' Ped Tunnel	lin ft	\$4,000		\$ -
Lighting	each	\$10,000	8	\$ 80,000
Guardrail	lin ft	\$40		\$ -
Landscaping		\$20,000	1	\$ 20,000
Intersection ADA	each	\$ 6,000.00	10	\$ 60,000
RRFB	each	\$ 30,000.00		\$ -
Signal System	each	\$ 500,000.00		\$ -
Signal System Modification	each	\$ 300,000.00		\$ -
(d) Subtotal Structural				\$ 160,000
(a+b+c+d) Subtotal Construction				\$ 1,856,406
Roadway Risk		20.0%		\$ 339,281
Structure Risk		20.0%		\$ 32,000
TMP		5.0%		\$ 92,820
Mobilization		5.0%		\$ 92,820
(e) Subtotal Miscellaneous				\$ 556,922
(a+b+c+d+e) Total Construction				\$ 2,413,328
Inflation Adjusted Construction Cost for 2027 (1.09 factor)				\$ 2,630,527
Design & Construction Engineering				\$ 482,666
RW Cost				
Total RW				\$ -
Total RW				\$ -
Total Estimated Cost				\$ 3,113,193

Alton Ave				
Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	\$110.00	20,520	\$ 2,257,245
Remove & Replace Bit Trail Pavement	sq ft	\$12.00	0	\$ -
4" Concrete Walk	sq ft	\$10.00	23,570	\$ 235,700
8" Concrete pavement	sq yd	\$110.00	903	\$ 99,367
Concrete pavement	sq yd	\$110.00	0	\$ -
Class 2 Aggregate Shoulder (1)	cu yd	\$60.00	0	\$ -
Class 6 Aggregate Base (1)	cu yd	\$38.00	14,322	\$ 544,237
Subgrade Excavation (1)	cu yd	\$10.00	37,106	\$ 371,057
Common Excavation	cu yd	\$10.00	26,543	\$ 265,426
Common Borrow	cu yd	\$5.00	106,170	\$ 530,851
Select Granular Borrow	cu yd	\$25.00	37,106	\$ 927,643
Mill 3" bit	sq yd	\$4.00	0	\$ -
Curb and Gutter Design B624	lin ft	\$32.00	18,091	\$ 578,912
(a) Subtotal Paving and Grading				\$ 5,810,438
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		25.0%		\$ 1,452,610
City Utilities				\$ 1,582,475
Signing, Striping, Traffic Control		25.0%		\$ 1,452,610
Erosion Control and Turf Establishment		25.0%		\$ 1,452,610
(b) Subtotal Utilities, Removals, Drainage, Etc.				\$ 5,940,304
DRAINAGE				
Storm Sewer				\$ 1,463,350
(c) Subtotal Drainage				\$ 1,463,350
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	\$25		\$ -
Bridge rehab	lump sum	\$1,100,000		\$ -
Bridge	sqft	\$440		\$ -
Retaining Wall	sqft	\$120		\$ -
14' x 10' Ped Tunnel	lin ft	\$4,000	60	\$ 240,000
Lighting	each	\$10,000	32	\$ 320,000
Guardrail	lin ft	\$40	820.0	\$ 32,800
Landscaping		\$20,000	2	\$ 40,000
Intersection ADA	each	\$ 6,000.00	34	\$ 204,000
RRFB	each	\$ 30,000.00		\$ -
Signal System	each	\$ 500,000.00		\$ -
Signal System Modification	each	\$ 300,000.00		\$ -
(d) Subtotal Structural				\$ 836,800
(a+b+c+d) Subtotal Construction				\$ 14,050,892
Roadway Risk		20.0%		\$ 2,642,818
Structure Risk		20.0%		\$ 167,360
TMP		5.0%		\$ 702,545
Mobilization		5.0%		\$ 702,545
(e) Subtotal Miscellaneous				\$ 4,215,268
(a+b+c+d+e) Total Construction				\$ 18,266,159
Inflation Adjusted Construction Cost for 2027 (1.09 factor)				\$ 19,910,114
Design & Construction Engineering		20.0%		\$ 3,653,232
RW Cost				
Total RW				\$ -
Total RW				\$ -
Total Estimated Cost				\$ 23,563,345

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for All of Us®

MEMORANDUM

TO: MAYOR AND CITY COUNCIL
JOSHUA TETZLAFF, CITY ADMINISTRATOR

CC: MATT RYNDA, PUBLIC WORKS DIRECTOR

FROM: CHRIS KNUTSON, PE (Lic. MN)

DATE: SEPTEMBER 16, 2026

RE: 2026 STREET IMPROVEMENT PROJECT
RESOLUTION: DECLARING COST TO BE ASSESSED, ORDERING PREPARTION
OF PROPOSED ASSESSMENT AND CALLING FOR HEARING ON PROPOSED
ASSESSMENT
SEH No. NEWPR 188030

PROPOSED ASSESSMENTS

S.M. Hentges has substantially completed construction of the 2026 Street Improvement Project with only minor punch list remaining. The projected final construction cost is estimated to be approximately \$993,000, within 0.5% of the cost estimate at bidding. With associated engineering and testing costs included, the overall project cost is projected at approximately **\$1,318,600**.

The next step in the public improvement process (under MN Statute 429) is to prepare the assessment roll and order the public assessment hearing. The assessment roll has been prepared based on the City of New Prague assessment policy and the project specific assessment methodology presented in the Feasibility Study as well as at public hearings. The Assessment Hearing is proposed to be held at **6:00 p.m. on Monday, October 19, 2026**.

Notices of the public hearing will be published in the New Prague Times, and will be sent in the mail to the affected property owners, all in accordance with Minnesota Statutes 429.

Attached for City Council information and reference are the following:

1. Copy of an informational cover letter to be sent with the assessment notice.
2. Sample copy of the Notice of Hearing on Proposed Assessment to be mailed.
3. Copy of the Proposed Assessment Roll (Draft until adoption).
4. Resolution.

STAFF/ENGINEER RECOMMENDATION

Staff and SEH recommend that the City Council approve the attached Resolution DECLARING COST TO BE ASSESSED, ORDERING PREPARTION OF PROPOSED ASSESSMENT, AND CALLING FOR HEARING ON PROPOSED ASSESSMENT for the 2026 Street Improvement Project.

The Assessment Hearing is proposed to be held at **6:00 p.m. on Monday, October 19, 2026**.

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September 28, 2026

RE: City of New Prague, Minnesota
2026 Street Improvement Project
Proposed Assessments and
Assessment Hearing
SEH No. NEWPR 188030 5.00

TO RESIDENT/PROPERTY OWNER:

Enclosed is information regarding the proposed assessments on this project, as well as the official notice of the assessment hearing, scheduled for the date and time listed in the Notice of Hearing.

The assessment hearing is the final step in the public improvement process (Minnesota Statutes Chapter 429).

PROJECT STATUS

The project is substantially complete with final inspections and some punch list and warranty work being done this fall. A spring warranty inspection will occur next year and the project will have a 2-year warranty after final completion.

ASSESSMENTS

The information you will need to know about your proposed assessment is described in the enclosed Notice of Hearing on Proposed Assessment.

In short, the amount you owe is shown in the Notice of Hearing on Proposed Assessment. If the assessments are approved by the city council, you may make full payment during the 30 days following the assessment hearing without paying interest. If unpaid after the 30 days, interest on the assessment will accrue at the listed annual percentage rate beginning from the date of the assessment hearing. The unpaid assessment will then be certified to the county and be payable with your property taxes for the period of years listed on the notice.

Some commonly asked questions about assessments:

"Can I pay off the assessment early?" Certainly! You may at any time prior to certification of the assessment to the county auditor, pay the **entire assessment** on such property to the office of the city administrator. No interest will be charged if the entire assessment is paid within 30 days from the adoption of the assessment. You may at any time thereafter, pay to the county auditor the entire amount of the assessment remaining unpaid, with interest accrued to December 31 of the year in which such payment is made. As **partial payment**, the City will accept no more than one (1) payment of at least \$500.00, before the City's certification deadline for the assessment. The remaining assessment balance shall be paid with interest over the term as established by the City Council.

"What happens to the assessment if I choose to sell my house?" Assessments are typically settled at the time of the sale. Settlement of the assessment obligation is often part of the negotiation process between the buyer and the seller.

"Why are we being assessed, don't my property taxes pay for this?"

The assessments only pay for a percentage of the cost of the project. Other funding from the city pays for the greatest share of the project cost. The benefiting property owners in a neighborhood all come together along with the city to "chip-in" and help fund a neighborhood project such as this.

Property taxes do not cover all capital improvement needs in the city. Assessments are a form of tax, but a tax where the payer actually receives a direct benefit from the money spent. Assessments also do not discriminate based on property value. The amount of an assessment, unlike property taxes, is not determined by property value, rather is distributed equally among all residents and equally throughout the city. The assessment rates used for this type of project are the same throughout the city based on property use.

"How are the assessment amounts determined?" New Prague's assessment rates were established based on the assessments funding approximately 25% to 35% of average historical project costs for this type of project. A flat rate "Unit" assessment method was adopted so that every property is treated the same from project to project, from year to year. Again, assessments only pay for a percentage of the cost of the project. Funding from other city sources pays for the greatest share of the project cost.

"Are there provisions for deferment of the assessment?" Yes, the City of new Prague has adopted Resolution 12-10-22-02 pursuant to Minnesota Statutes Sections 435.193 to 435.195, wherein the council may, in its discretion, defer the payment of this special assessment for any homestead property owned by a person 65 years of age or older, one retired by virtue of a permanent and total disability, or a member of the National Guard or other reserves ordered to active military service for whom it would be a hardship to make the payments. As to a deferment based upon age or disability, the applicant must apply for the deferment not later than 14 days after the assessment is adopted by the City Council. Note: A deferment does not excuse an assessment nor the interest, it only defers the payment of the assessment until a later date or when a property is sold.

If you have any questions related to the project or about how the assessments were calculated, please contact me at 507.237.8383 or cknutson@sehinc.com. If you have questions related to the payment of the assessment, please call the City of New Prague at 952.758.4401 and speak with Joshua Tetzlaff, City Administrator.

Sincerely,

SHORT ELLIOTT HENDRICKSON INC.



Chris Knutson, PE
City Engineer/Project Manager
(Lic. MN)

jb

Enclosure

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Parcel No.	Name	Additional Name	Address	Property/Address	City	State	Zip Code	Legal	Residential Mill & Overlay Unit	Residential Mill & Overlay Assess.	Commercial-Institutional Mill & Overlay Unit	Commercial-Institutional Mill & Overlay Assess.	Total Assessment
23.605.0060	Hy-Vee Inc.	Attn: Real Estate Dept	5820 Westown Pkwy	200 10th Ave SE	West Des Moines	IA	50266	PRAGUE ESTATES 1ST ADDN Block-003 LOT 4 & LOT 5 LESS .95 AC	0	\$0.00	237.5	\$10,497.50	\$10,497.50
23.605.0065	Hy-Vee Inc.	Attn: Real Estate Dept	5820 Westown Pkwy		West Des Moines	IA	50266	PRAGUE ESTATES 1ST ADDN Block-003 .95 AC THAT PART OF LOT 5 BEG AT SE COR OF LOT 5, TH N 134.71 FT, W 87.24 FT, S 22.19 FT, W 262.87 FT TO W LINE OF LOT 5, TH S 112.52 FT, E 349.72 FT TO BEG	0	\$0.00	135	\$5,967.00	\$5,967.00
23.497.0170	Betty C Aune		308 10th Ave SE	308 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-014 Block-001 & LCE & 1/20TH INTEREST IN CE 2,325 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0180	Sonia L Schelhaas		318 10th Ave SE	318 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-015 Block-001 & LCE & 1/20TH INTEREST IN CE 2,325 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0200	Kathleen M Blaschko		306 10th Ave SE	306 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-017 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0230	Rebecca L Schaecher		316 10th Ave SE	316 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-020 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0210	Mary Gaffke		304 10th Ave SE	304 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-018 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0220	Margaret C Webb		11402 Golden Eagle Ct	314 10th Ave SE	Naples	FL	34120	CIC #29, PRAHA TOWNHOMES Lot-019 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0250	Dustin K Aune		302 10th Ave SE	302 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-022 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0280	Larry D & Janyce R Coon	Revocable Trust Agreement	312 10th Ave SE	312 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-025 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0260	Christopher C Anderson		24741 Cedar Point Rd	300 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-023 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0270	Katherine M Engel		310 10th Ave SE	310 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-024 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0140	Theodore & Lisa Bertrand		328 10th Ave SE	328 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-011 Block-001 & LCE & 1/20TH INTEREST IN CE 2,325 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0120	Rhonda Champion et al	c/o Patricia J Bell	326 10th Ave SE	326 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-009 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0090	Brady J Devaan	Tracey J Ziskovsky	324 10th Ave SE	324 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-006 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.497.0040	Scott J & Anne Pexa Rev Trust		196 280th St W	322 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-004 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00

Parcel No.	Name	Additional Name	Address	Property/Address	City	State	Zip Code	Legal	Residential Mill & Overlay Unit	Residential Mill & Overlay Assess.	Commercial-Institutional Mill & Overlay Unit	Commercial-Institutional Mill & Overlay Assess.	Total Assessment
23.497.0010	Brian T & Julie A Paur		1400 12th St SE	320 10th Ave SE	New Prague	MN	56071	CIC #29, PRAHA TOWNHOMES Lot-001 Block-001 & LCE & 1/20TH INTEREST IN CE 2,200 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.605.0080	David A & Joan Hover		401 Redpoll Ave SE	401 Redpoll Ave SE	New Prague	MN	56071	PRAGUE ESTATES 1ST ADDN Lot-001 Block-004 .42 AC	0	\$0.00	0	\$0.00	\$0.00
23.999.0260	City of New Prague	Attn: Joshua Tetzlaff	118 Central Ave N		New Prague	MN	56071	PRAGUE ESTATES 4TH ADDN 10.27 AC OUTLOT D	0	\$0.00	1166.7	\$51,568.14	\$51,568.14
23.617.0090	Kevin D & Julie K Rens		1001 9th St Ct SE	1001 9th St Ct SE	New Prague	MN	56071	PRAGUE ESTATES 11TH ADDN Lot-009 Block-001 43,318 SF	0	\$0.00	0	\$0.00	\$0.00
23.617.0100	Matthew & Jennifer Mushitz		1003 9th St Ct SE	1003 9th St Ct SE	New Prague	MN	56071	PRAGUE ESTATES 11TH ADDN Lot-010 Block-001 19,595 SF	0	\$0.00	0	\$0.00	\$0.00
23.617.0110	Dean J & Stacy J Dörner		1005 9th St Ct SE	1005 9th St Ct SE	New Prague	MN	56071	PRAGUE ESTATES 11TH ADDN Lot-011 Block-001 15,926 SF	0	\$0.00	0	\$0.00	\$0.00
23.617.0010	Gregory & Jane Kemper		1014 9th St Ct SE	1014 9th St Ct SE	New Prague	MN	56071	PRAGUE ESTATES 11TH ADDN Lot-001 Block-001 15,587 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.710.0980	City of New Prague	Attn: Joshua Tetzlaff	118 Central Ave N		New Prague	MN	56071		0	\$0.00	700.1	\$30,944.42	\$30,944.42
23.999.0290	City of New Prague	Attn: Joshua Tetzlaff	118 Central Ave N		New Prague	MN	56071	EXEMPT 17.10 AC OUTLOT C IN PRAGUE ESTATES 7TH ADDN & OUTLOT A IN PRAGUE ESTATES 9TH ADDN & OUTLOT A IN PRAGUE ESTATES 11TH ADDN IN CITY OF NEW PRAGUE (ALL WETLANDS)	0	\$0.00	177.9	\$7,863.18	\$7,863.18
23.615.0100	Peter P Scheffler	Erica L Havlicek	1004 Fairway Dr SE	1004 Fairway Dr SE	New Prague	MN	56071	PRAGUE ESTATES 9TH ADDN Lot-010 Block-001 17,752 SF	0	\$0.00	0	\$0.00	\$0.00
23.615.0110	Ryan A & Shannon M Denzer		1006 Fairway Dr SE	1006 Fairway Dr SE	New Prague	MN	56071	PRAGUE ESTATES 9TH ADDN Lot-011 Block-001 15,362 SF	0	\$0.00	0	\$0.00	\$0.00
23.615.0120	Daniel J & Callie A Witty		1008 Fairway Dr SE	1008 Fairway Dr SE	New Prague	MN	56071	PRAGUE ESTATES 9TH ADDN Lot-012 Block-001 16,433 SF	0	\$0.00	0	\$0.00	\$0.00
23.615.0010	Jason & Amy Lucas		1013 Fairway Dr SE	1013 Fairway Dr SE	New Prague	MN	56071	PRAGUE ESTATES 9TH ADDN Lot-001 Block-001 24,354 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.999.0280	City of New Prague	Attn: Joshua Tetzlaff	118 Central Ave N	1001 10th Ave SE	New Prague	MN	56071	PRAGUE ESTATES 8TH ADDN Lot-001 Block-007 .52 AC 21866 SF BOOSTER STATION	1	\$2,550.00	0	\$0.00	\$2,550.00
23.710.0980	Randolph J & Lisa Maria Kubes		1244 Monroe St		Shakopee	MN	56079	TIKALSKY ACRES 3.06 AC OUTLOT A	0	\$0.00	0	\$0.00	\$0.00
23.605.0050	Praha Village LLC	c/o Cassia/Vice Pres of Finance	7171 Ohms Ln	1100 1st St SE	Minneapolis	MN	55439	PRAGUE ESTATES 1ST ADDN Lot-003 Block-002 3.83 AC	0	\$0.00	372.5	\$16,464.50	\$16,464.50
23.611.0090	Megan M Denzer		1115 Village St SE	1115 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-009 Block-001 15,083 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0100	Kenneth J & Sally A Tupy		1113 Village St SE	1113 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-010 Block-001 9,864 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0110	Jayne W Schmit		1111 Village St SE	1111 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-011 Block-001 7,243 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0120	Jean Vazquez		1109 Village St SE	1109 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-012 Block-001 6,218 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0130	Adam Breheim		1107 Village St SE	1107 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-013 Block-001 6,218 SF	0	\$0.00	0	\$0.00	\$0.00

Parcel No.	Name	Additional Name	Address	Property/Address	City	State	Zip Code	Legal	Residential Mill & Overlay Unit	Residential Mill & Overlay Assess.	Commercial-Institutional Mill & Overlay Unit	Commercial-Institutional Mill & Overlay Assess.	Total Assessment
23.611.0140	Susan M Bennett		1105 Village St SE	1105 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-014 Block-001 8,540 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0150	Robert & Rachel Schaus		1103 Village St SE	1103 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-015 Block-001 6,793 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0160	Kurt Peterson	Laura Mager	1101 Village St SE	1101 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-016 Block-001 9,762 SF	0	\$0.00	0	\$0.00	\$0.00
23.616.0010	Justin R & Ashley J Hauge		600 Evergreen Ave SE	600 Evergreen Ave SE	New Prague	MN	56071	PRAGUE ESTATES 10TH ADDN Lot-001 Block-001 17,844 SF	0	\$0.00	0	\$0.00	\$0.00
23.616.0020	Christina M Wood		602 Evergreen Ave SE	602 Evergreen Ave SE	New Prague	MN	56071	PRAGUE ESTATES 10TH ADDN Lot-002 Block-001 14,368 SF	0	\$0.00	0	\$0.00	\$0.00
23.616.0030	Denny Garzon Villaneuva	See Vue	604 Evergreen Ave SE	604 Evergreen Ave SE	New Prague	MN	56071	PRAGUE ESTATES 10TH ADDN Lot-003 Block-001 14,381 SF	0	\$0.00	0	\$0.00	\$0.00
23.616.0040	Justin & Stephanie Ottinger		606 Evergreen Ave SE	606 Evergreen Ave SE	New Prague	MN	56071	PRAGUE ESTATES 10TH ADDN Lot-004 Block-001 14,394 SF	0	\$0.00	0	\$0.00	\$0.00
23.613.0090	Troy M & Jennifer M Davis		1117 Horseshoe Ln SE	1117 Horseshoe Ln SE	New Prague	MN	56071	PRAGUE ESTATES 7TH ADDN Lot-009 Block-001 14,860 SF	0	\$0.00	0	\$0.00	\$0.00
23.613.0080	Marsha S Lillard		1115 Horseshoe Ln SE	1115 Horseshoe Ln SE	New Prague	MN	56071	PRAGUE ESTATES 7TH ADDN Lot-008 Block-001 13,184 SF	0	\$0.00	0	\$0.00	\$0.00
23.613.0070	Joanne M Dean		1113 Horseshoe Ln SE	1113 Horseshoe Ln SE	New Prague	MN	56071	PRAGUE ESTATES 7TH ADDN Lot-007 Block-001 10,800 SF	0	\$0.00	0	\$0.00	\$0.00
23.613.0060	Nicholas & Amber Hunter		1111 Horseshoe Ln SE	1111 Horseshoe Ln SE	New Prague	MN	56071	PRAGUE ESTATES 7TH ADDN Lot-006 Block-001 10,800 SF	0	\$0.00	0	\$0.00	\$0.00
23.613.0050	Jay L & Penny R Skare		1109 Horseshoe Ln SE	1109 Horseshoe Ln SE	New Prague	MN	56071	PRAGUE ESTATES 7TH ADDN Lot-005 Block-001 10,800 SF	0	\$0.00	0	\$0.00	\$0.00
23.613.0040	Brian Doherty	Danielle Eaton	1107 Horseshoe Ln Se	1107 Horseshoe Ln SE	New Prague	MN	56071	PRAGUE ESTATES 7TH ADDN Lot-004 Block-001 10,800 SF	0	\$0.00	0	\$0.00	\$0.00
23.613.0030	Brent V & Lynda Schaumburg		1105 Horseshoe Ln SE	1015 Horseshoe Ln SE	New Prague	MN	56071	PRAGUE ESTATES 7TH ADDN Lot-003 Block-001 10,800 SF	0	\$0.00	0	\$0.00	\$0.00
23.613.0020	Thomas W Schoemaker		1103 Horseshoe Ln SE	1103 Horseshoe Ln SE	New Prague	MN	56071	PRAGUE ESTATES 7TH ADDN Lot-002 Block-001 10,800 SF	0	\$0.00	0	\$0.00	\$0.00
23.613.0010	Greg & Tonya Pavek		1101 Horseshoe Ln SE	1101 Horseshoe Ln SE	New Prague	MN	56071	PRAGUE ESTATES 7TH ADDN Lot-001 Block-001 13,500 SF	0	\$0.00	0	\$0.00	\$0.00
23.999.0270	City of New Prague	Attn: Joshua Tetzlaff	118 Central Ave N	1114 9th St SE	New Prague	MN	56071	PRAGUE ESTATES 7TH ADDN 10.28 AC SETTLER'S PARK	0	\$0.00	641.2	\$28,341.04	\$28,341.04
23.614.0700	Laura E Dias		1105 Park Ln SE	1105 Park Ln SE	New Prague	MN	56071	PRAGUE ESTATES 8TH ADDN Lot-003 Block-005 18,807 SF	0	\$0.00	0	\$0.00	\$0.00
23.614.0690	Jacob & Tracy Bies		1103 Park Ln SE	1103 Park Ln SE	New Prague	MN	56071	PRAGUE ESTATES 8TH ADDN Lot-002 Block-005 13,417 SF	0	\$0.00	0	\$0.00	\$0.00
23.614.0680	Christopher & Sommer Yarolimek		1101 Park Ln SE	1101 Park Ln SE	New Prague	MN	56071	PRAGUE ESTATES 8TH ADDN Lot-001 Block-005 15,644 SF	0	\$0.00	0	\$0.00	\$0.00
23.614.0670	Timothy & Lisa Hinricher		1100 12th St SE	1100 12th ST SE	New Prague	MN	56071	PRAGUE ESTATES 8TH ADDN Lot-017 Block-004 19,246 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.710.0010	Michael D & Beverly R Thompson		1101 Tikalsky St SE	1101 Tikalsky St SE	New Prague	MN	56071	TIKALSKY ACRES Lot-001 Block-001 13,166 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00

Parcel No.	Name	Additional Name	Address	Property Address	City	State	Zip Code	Legal	Residential Mill & Overlay Unit	Residential Mill & Overlay Assess.	Commercial- Institutional Mill & Overlay Unit	Commercial- Institutional Mill & Overlay Assess.	Total Assessment
23.710.0580	Scott L & Maren C Davis		1100 Tikalsky St SE	1100 Tikalsky St SE	New Prague	MN	56071	TIKALSKY ACRES Lot-001 Block-004 18,238 SF	0.5	\$1,275.00	0	\$0.00	\$1,275.00
23.710.0680	Donald D & Lisa M Simon		1103 Olivia St SE	1103 Olivia St SE	New Prague	MN	56071	TIKALSKY ACRES Lot-011 Block-004 13,275 SF	0	\$0.00	0	\$0.00	\$0.00
23.710.0690	Kenneth A & Mary Jo Thomas		1101 Olivia St SE	1101 Olivia St SE	New Prague	MN	56071	TIKALSKY ACRES Lot-012 Block-004 17,818 SF	0	\$0.00	0	\$0.00	\$0.00
23.710.0700	Michael Toft	Sheilah Felix	1100 Olivia St SE	1100 Olivia St SE	New Prague	MN	56071	TIKALSKY ACRES Lot-013 Block-004 26,526 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0080	Dylan Wenninger-Parsons	Katelynn Parsons	1117 Village St S	1117 Village St S	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-008 Block-001 7,811 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0070	Jerfrey K & Carol A Holland		1119 Village St S	1119 Village St S	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-007 Block-001 6,317 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0060	Jacob T Wagner		1121 Village St SE	1121 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-006 Block-001 5,946 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0050	Michael & Chritsine Hammer		1123 Village St SE	1123 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-005 Block-001 6,028 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0040	Jon Bishop	Taylor Paschke	1125 Village St SE	1125 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-004 Block-001 6,014 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0030	Mark G & Regina K Schaus		1127 Village St SE	1127 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-003 Block-001 5,940 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0020	Luke & Taylor Schmitz		1129 Village St SE	1129 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-002 Block-001 5,940 SF	0	\$0.00	0	\$0.00	\$0.00
23.611.0010	Goeffrey R Lock		1131 Village St SE	1131 Village St SE	New Prague	MN	56071	PRAGUE ESTATES 6TH ADDN Lot-001 Block-001 8,470 SF	0	\$0.00	0	\$0.00	\$0.00
	TOTAL								11.0	\$28,050.00	3430.9	\$151,645.78	\$179,695.78

NOTICE OF HEARING ON PROPOSED ASSESSMENT

PROPERTY OWNER NAME
PROPERTY OWNER ADDRESS
PROPERTY OWNER CITY, STATE ZIP CODE

Notice is hereby given that the New Prague City Council will meet at **6:00 p.m. on Monday, October 19, 2026**, at New Prague City Hall, 118 Central Avenue North, to consider, and possibly adopt, the proposed assessment for the **2026 Street Improvement Project**, which includes improvements on the following streets:

- 10th Avenue SE between 15th Street SE (CSAH 29) and 1st Street SE

by construction of pavement rehabilitation (mill and overlay), concrete curb and gutter, bituminous trail surfacing, concrete walk, turf restoration, and miscellaneous items required to complete the improvements. Adoption by the council of the proposed assessment may occur at the hearing. The area proposed to be assessed for such improvements includes properties abutting such improvements.

The amount to be specially assessed against your particular lot, piece, or parcel of land, described as:

PARCEL NO. BRIEF DESCRIPTION FROM TAX STATEMENT

has been calculated as follows:

SF Residential Mill & Overlay	0.50 Unit @	\$2,550.00	=	\$1,275.00
Commercial-Institutional Mill & Overlay	0.00 L.F. @	\$44.20	=	\$0.00
TOTAL ASSESSMENT				\$1,275.00

Such assessment is proposed to be payable in equal annual installments extending over a period of **15 years**, the first of the installments to be payable on or before the first Monday in January 2027, and will bear interest at a rate of **5.2704 percent** per annum from the date of the adoption of the assessment resolution. To the first installment shall be added interest on the entire assessment from the date of the assessment resolution until December 31, 2027. To each subsequent installment when due shall be added interest for one year on all unpaid installments.

You may at any time prior to certification of the assessment to the county auditor, pay the entire assessment on such property to the office of the city administrator. No interest shall be charged if the entire assessment is paid within 30 days from the adoption of this assessment. You may at any time thereafter, pay to the county auditor the entire amount of the assessment remaining unpaid, with interest accrued to December 31 of the year in which such payment is made. Such payment must be made before November 15 or interest will be charged through December 31 of the succeeding year. If you decide not to prepay the assessment before the date given above the rate of interest that will apply is **5.2704 percent** per year. The right to partially prepay the assessment has not been authorized by ordinance.

The proposed assessment roll is on file for public inspection at the city administrator's office. The total cost of the project is \$1,318,600. The total amount of the proposed assessment is \$179,695.78. Written or oral objections will be considered at the meeting. No appeal may be taken as to the amount of an assessment unless a written objection signed by the affected property owner is filed with the city administrator prior to the assessment hearing or presented to the presiding officer at the hearing. The council may upon such notice consider any objection to the amount of a proposed individual assessment at an adjourned meeting upon such further notice to the affected property owners as it deems advisable.

The city has adopted Resolution 12-10-22-02 pursuant to Minnesota Statutes Sections 435.193 to 435.195, wherein the council may, in its discretion, defer the payment of this special assessment for any homestead property owned by a person 65 years of age or older, one retired by virtue of a permanent and total disability, or a member of the National Guard or other reserves ordered to active military service for whom it would be a hardship to make the payments. As to a deferment based upon age or disability, the applicant must apply for the deferment not later than 14 days after the assessment is adopted by the City Council.

If an assessment is contested or there is an adjourned hearing, the following procedure may be followed:

1. The city will present its case first by calling witnesses who may testify by narrative or by examination, and by the introduction of exhibits. After each witness has testified, the contesting party will be allowed to ask questions. This procedure will be repeated with each witness until neither side has further questions.
2. After the city has presented all its evidence, the objector may call witnesses or present such testimony as the objector desires. The same procedure for questioning of the city's witnesses will be followed with the objector's witnesses.
3. The objector may be represented by counsel.
4. Minnesota rules of evidence will not be strictly applied; however, they may be considered and argued to the council as to the weight of items of evidence or testimony presented to the council.
5. At the close of presentation of evidence, the objector may make a final presentation to the council based on the evidence and the law. No new evidence may be presented at this point.
6. The council may adopt the proposed assessment at the hearing.

An owner may appeal an assessment to district court pursuant to Minnesota Statutes Section 429.081 by serving notice of the appeal upon the mayor and city administrator of the city within 30 days after the adoption of the assessment and filing such notice with the district court within ten days after service upon the mayor or administrator.

Joshua M. Tetzlaff
City Administrator



**CITY OF NEW PRAGUE
RESOLUTION #CC-26-09-21-01**

**2026 STREET IMPROVEMENT PROJECT
DECLARING COST TO BE ASSESSED,
ORDERING PREPARATION OF PROPOSED ASSESSMENT, AND
CALLING FOR HEARING ON PROPOSED ASSESSMENT**

WHEREAS, costs have been determined for the 2026 Street Improvement Project, for pavement rehabilitation (mill and overlay), concrete curb and gutter, bituminous trail surfacing, concrete walk, turf restoration, and miscellaneous items required to complete the improvements, and the estimated final contract prices for such improvements is estimated at \$993,000 and the estimated final expenses incurred or to be incurred in the making of such improvements amount to \$325,600, so that the estimated final total cost of the improvements will be \$1,318,600.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NEW PRAGUE, MINNESOTA:

1. The costs will be assessed against benefited property owners per Minnesota Statutes Chapter 429.
2. The portion of the cost of such improvement to be paid by the city is hereby declared to be \$1,138,904.22, and the portion of the cost to be assessed against benefited property owners is declared to be \$179,695.78.
3. Assessment shall be payable in equal annual installments extending over a period of 15 years, the first of the installments to be payable on or before the first Monday in January, 2027, and shall bear interest at the rate of 5.2704 percent per annum from the date of the adoption of the assessment resolution.
4. The City Administrator, with the assistance of the consulting city engineer, shall forthwith calculate the proper amount to be specially assessed for such improvement against every assessable lot, piece, or parcel of land within the district affected, without regard to cash valuation, as provided by law, and he shall file a copy of such proposed assessment in his office for public inspection.
5. A hearing shall be held on the 19th day of October, 2026, in the Council Chambers of New Prague City Hall at 6:00 p.m., to pass upon such proposed assessment and at such time and place all persons owning property affected by such improvement will be given an opportunity to be heard with reference to such assessment.

State of Minnesota
Counties of Scott & Le Sueur
City of New Prague

}

6. The City Administrator is hereby directed to cause a notice of the hearing on the proposed assessment to be published once in the official newspaper at least two weeks prior to the hearing and shall state in the notice the total cost of the improvement. The City Administrator shall also cause mailed notice to be given to the owner of each parcel described in the assessment roll not less than two weeks prior to the hearing.
7. The owner of any property so assessed may, at any time prior to certification of the assessment to the County Auditor, pay the whole of the assessment on such property with interest accrued to the date of payment, to the City Administrator, except that no interest shall be charged if the entire assessment is paid within 30 days from the adoption of the assessment. The property owner may at any time thereafter, pay to the County Auditor the entire amount of the assessment remaining unpaid, with interest accrued to December 31 of the year in which such payment is made. Such payment must be made before November 15 or interest will be charged through December 31 of the succeeding year.

Adopted by the City Council of the City of New Prague on this 21st day of September, 2026.

Charles Nickolay
Mayor

ATTEST:

Joshua M. Tetzlaff
City Administrator



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: HONORABLE MAYOR AND CITY COUNCIL
CC: JOSHUA M. TETZLAFF, CITY ADMINISTRATOR
FROM: KEN ONDICH, COMMUNITY DEVELOPMENT DIRECTOR
EVAN C. GARIEPY, PLANNER
SUBJECT: INTRODUCTION OF ORDINANCE #368 FOR AN AMENDMENT TO THE
UNIFIED DEVELOPMENT CODE PERTAINING TO WIND ENERGY SYSTEMS
DATE: SEPTEMBER 17TH, 2026

At their August 26th meeting, the Planning Commission inquired whether the Unified Development Code addresses windmills, also known as wind energy conversion systems (WECS). The Code does not currently address WECS, which means it is prohibited through omission. Staff has not had any inquiries from residents about installing one. However, Staff and the Planning Commission believe it is best to address them prior to any inquiries rather than after.

The proposed amendment adds definitions for WECS, including small and large ones. It also lists WECS as a conditional use within all zoning districts. This would apply to WECS of all sizes, and would allow the Planning Commission and City Council discretion in allowing, denying, or imposing conditions upon potential WECS within the City.

On September 16th, the Planning Commission held a public hearing and unanimously voted (4-0) to forward the proposed amendments to City Council for their consideration and approval.

A full copy of the staff report presented at the Planning Commission meeting on September 16th is attached as information.

Recommendation

Staff recommends that the City Council conduct a first reading and approve the introduction of Ordinance #368 for amendments pertaining to the UDC regarding WECS.

ORDINANCE NO. 368
CITY OF NEW PRAGUE
AN ORDINANCE AMENDING THE UNIFIED DEVELOPMENT CODE
PERTAINING TO WIND ENERGY SYSTEMS

WHEREAS, the Planning Commission on September 16th, 2026, held a public hearing regarding the proposed Unified Development Code amendment related to wind energy systems within the City, and forwarded a recommendation to the City Council for consideration of approval of said amendments; and,

The City of New Prague Ordains:

SECTION 1. The Unified Development Code is amended by deleting the ~~stricken~~ material and adding the underlined material as follows:

2.001 Rules and Definitions

Wind Energy Conversion System (WECS) – An apparatus capable of converting wind energy into electricity. Synonymous with windmill.

Wind Energy Conversion System, Large – Any combination of WECS with a combined nameplate capacity of 5,000 kilowatts or more.

Wind Energy Conversion System, Small – Any combination of WECS with a combined nameplate capacity of less than 5,000 kilowatts.

5.001 Use Chart

Wind Energy Conversion Systems: Conditional use within the R-1, R-2, R-3, RM, RH, B-1, B-2, B-3, and I-1 Zoning Districts.

SECTION 2. This ordinance shall take effect and be in force after its passage and upon its publication, in accordance with Section 3.13 of the City Charter.

Introduced to the City Council of the City of New Prague, Minnesota, this 21st day of September, 2026.

The required 10 days posted notice was completed on the City Website and City Hall Bulletin Board on September 22nd, 2026.

Passed by the City Council of the City of New Prague, Minnesota, the 5th day of October, 2026, and to be published on the 15th day of October, 2026.

Charles L. Nickolay, Mayor

State of Minnesota)
)ss. (CORPORATE ACKNOWLEDGMENT)
County of Scott & Le Sueur)

Subscribed and sworn before me, a Notary Public this _____ day of _____, 2026.

Notary Public

ATTEST: _____
 Joshua M. Tetzlaff, City Administrator

State of Minnesota)
)ss. (CORPORATE ACKNOWLEDGMENT)
County of Scott & Le Sueur)

Subscribed and sworn before me, a Notary Public this _____ day of _____, 2026.

Notary Public

THIS INSTRUMENT DRAFTED BY:

Evan C. Gariepy
City of New Prague
118 Central Ave. N.
New Prague, MN 56071
(952) 758-4401



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: PLANNING COMMISSION
FROM: EVAN C. GARIEPY, PLANNER
SUBJECT: PUBLIC HEARING FOR PROPOSED UNIFIED DEVELOPMENT CODE
AMENDMENT PERTAINING TO WIND ENERGY SYSTEMS
DATE: SEPTEMBER 10TH, 2026

Background

At the August 26th Planning Commission meeting, the public hearing for multiple miscellaneous amendments to the Unified Development Code was held. At this meeting, Commissioners inquired about potential regulations pertaining to wind energy systems. They motioned for Staff to research options for the Ordinance pertaining to wind energy systems, and motioned for a public hearing to be held at the September 16th, 2026 meeting to discuss this. Notices of the public hearing were published in the New Prague Times and posted in City Hall.

Currently, due to not being explicitly permitted within the UDC, wind energy systems are prohibited within the City. This prohibits small, residential wind energy systems, as well as larger, industrial windmills.

As of the time of writing, Staff has not received any recent or notable inquiries about installing any wind energy systems. I spoke with Elko New Market's Planner, Brandon Malecha, and he stated that their city has only had one inquiry into wind energy in the past 15 years. However, acknowledging wind energy systems within the UDC does allow for the City to be proactive rather than reactive.

I did reach out to the Utilities General Director Bruce Reimers, who noted that New Prague doesn't generally get enough wind to make windmills a super feasible energy source here. He did note that it is better to have an Ordinance regarding them in place ahead of time.

Staff is proposing that wind energy systems are added as a Conditional use within all Zoning Districts. This allows the Planning Commission and City Council discretion regarding standards and conditions for wind energy systems rather than setting strict performance standards. Due to the vast range of type of wind energy systems – from small residential units to industrial wind turbines – the speed at which new technology develops, and the lack of apparent interest from residents within the City, this allows for all proposed wind energy systems to be evaluated on a case-by-case basis for the time being.

Other Cities

Orono, MN

There were multiple lawsuits in the City of Orono pertaining to residential wind energy systems. A resident put up a roof-mounted wind turbine, despite it being prohibited through omission. He refused to remove it, even after the City passed an ordinance prohibiting them, and there was a legal battle spanning from 2010 to 2024.

Most notable to the City of New Prague, in the second lawsuit of the resident vs the City of Orono, the court noted that Cities in Minnesota cannot completely ban small wind energy conversion systems.

Details regarding the cases with the City of Orono can be read here:

<https://law.justia.com/cases/federal/district-courts/minnesota/mndce/0:2023cv00509/206159/64/>

Elko New Market, MN and Jordan, MN

The Cities of Elko New Market and Jordan both have identical wind energy system ordinances, in which they are permitted as an accessory use in all zoning districts. They have performance standards regarding setbacks, noise, screening, and roof mounting. They also have additional aesthetic requirements that are left up to the discretion of the Zoning Administrator.

As noted previously, I spoke with Elko New Market’s Planner, Brandon Malecha, on August 31st. He stated that their City has received a single inquiry about windmills since the enactment of their ordinance pertaining to them in 2011. He stated that solar is far more popular, especially for residential uses, and that they don’t see a big demand for wind power.

Le Sueur, MN

Within the City of Le Sueur, wind energy systems are permitted as an interim use for parcels that are zoned Urban Reserve or Public-Institutional. New Prague does not have any directly equivalent zoning districts, but Urban Reserve is roughly equivalent to large undeveloped R1 Single Family Residential parcels. Le Sueur also allows them as an accessory use on parcels greater than one acre, with size limits of 35 feet from the ground in residential districts and 50 feet from the ground in commercial and industrial districts.

Proposed Amendment: Wind Energy Systems

The following amendment is proposed within the Unified Development Code. Additions are underlined, and deletions are ~~struck through~~.

Section 2 Glossary and Rules of Interpretation

2.001 Rules and Definitions

Wind Energy Conversion System (WECS) - An apparatus capable of converting wind energy into electricity. Synonymous with windmill.

Wind Energy Conversion System, Large - Any combination of WECS with a combined nameplate capacity of 5,000 kilowatts or more.

Wind Energy Conversion System, Small- Any combination of WECS with a combined nameplate capacity of less than 5,000 kilowatts.

Section 5 Allowed Uses and Performance Standards

5.001 Use Chart

Wind Energy Conversion Systems: Conditional use within the R-1, R-2, R-3, RM, RH, B-1, B-2, B-3, and I-1 Zoning Districts.

Recommendation

Staff recommends that the Planning Commission holds the required public hearing to gather public input. The Planning Commission may choose to table the issue for further discussion or research, or to forward a recommendation on the proposed amendment to the City Council for consideration at their October 5th, 2026 meeting.



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: HONORABLE MAYOR AND CITY COUNCIL
CC: JOSHUA M. TETZLAFF, CITY ADMINISTRATOR
FROM: KEN ONDICH, COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: ADOPTION OF ORDINANCE #367 FOR MULTIPLE MISCELLANEOUS AMENDMENTS WITHIN THE UNIFIED DEVELOPMENT CODE
DATE: SEPTEMBER 15TH, 2026

The City Council passed minor amendments to the Unified Development Code on July 6th, which were updating the contents of the UDC to match the old Zoning Ordinance. Through continued use and administration of the UDC, Staff believes there are a few additional areas of the UDC that the Planning Commission and City Council should consider changing.

The following amendments to the Unified Development Code are proposed:

- Prohibiting shipping containers and storage containers from being utilized as structures or buildings due to aesthetic concerns and concerns regarding them meeting Building Code.
- Clarifying that the City requires building permits for all solar systems and explicitly prohibiting ground-mounted solar systems, which were previously disallowed through omission.
- Clarifying that ordinances pertaining to vehicles parking on the front and side yards of residential properties applies to all vehicles, rather than just personal non-commercial vehicles. The definition of carport is also clarified.
- Requiring that commercial and industrial accessory buildings must only meet one, rather than two, of the new building design requirements. Prior to the UDC, there were no building design requirements for accessory buildings, and principal commercial and industrial buildings must still meet two requirements.
- All decks, regardless of whether they are attached or detached, currently must be 20 feet from the rear property line. The change proposes that decks that are detached from a house, such as those surrounding a pool, must only meet the typical accessory structure setback requirements. Additional clarification is also provided regarding garages needing 20 feet of direct access within the property lines, which was an existing ordinance.

- Multiple references within the UDC to the ‘Zoning Ordinance,’ which were amended to instead refer to the Unified Development Code. A reference to a City Code Section that no longer exists is also amended.

The Planning Commission considered and discussed the proposed UDC amendments at their July and August meetings. On August 26th, they held a public hearing and unanimously voted (5-0) forwarding the proposed amendments to City Council for their consideration and approval.

The City Council introduced and conducted the first reading of Ordinance #367 at the September 8th, 2026 City Council meeting.

Recommendation

Staff recommends that the City Council conduct a second reading and adopt Ordinance #367 for multiple miscellaneous amendments to the UDC.

ORDINANCE NO. 367

CITY OF NEW PRAGUE

**AN ORDINANCE AMENDING MULTIPLE MISCELLANEOUS
SECTIONS OF THE UNIFIED DEVELOPMENT CODE**

WHEREAS, the Planning Commission on August 26th, 2026, held a public hearing regarding the proposed Unified Development Code amendments related to shipping and storage containers, solar structures, vehicle ordinance, building design standards, unattached decks, and references to the old Zoning Ordinance and to the City Code, and forwarded a recommendation to the City Council for consideration of approval of said amendments; and,

The City of New Prague Ordains:

SECTION 1. The Unified Development Code is amended by deleting the ~~stricken~~ material and adding the underlined material as follows:

2.001 Rules and Definitions

Carport: A permanent roofed structure permanently opened on at least ~~two sides~~ one side, designed for or occupied by ~~private-passenger~~ vehicles. ~~Carports shall be prohibited.~~

Garage, Private – An accessory building or accessory portion of the principal building which is intended for and used to store the ~~private-passenger~~ vehicle of the family or family’s resident upon the premises. A garage shall not include a carport.

Shipping Container: A large, steel or similar material box designed and built to transport goods by sea or land. They may also be referred to as ISO or Intermodal Containers.

Portable Storage Container: A large, secured, weather-resistant box that can be moved from place to place and used for temporary storage purposes.

Practical Difficulty – Practical difficulties as used in connection with the granting of a variance, means that the property owner proposes to use the property in a reasonable manner not permitted by the ~~Zoning Ordinance~~ Unified Development Code; the plight of the landowner is due to circumstances unique to the property not created by the landowner; and the variance, if granted, will not alter the essential character of the locality. Economic considerations alone do not constitute practical difficulties. Practical difficulties include but are not limited to inadequate access to direct sunlight for solar energy systems.

3.002 Administration

(K) Administrative Permits

- (1) An administrative permit shall be required for the following activities:
(c) ~~Solar energy systems that does not require a building permit.~~

5.002 Prohibited Uses in all Zoning Districts.

- (H) Solar structures that are not roof mounted, including ground mounted solar structures.
- (I) Carports.

5.003 Performance Standards

(B) Exterior Storage

(1) Exceptions

(e) Off-street parking of ~~passenger motor~~ vehicles.

- 1. Parking of ~~passenger~~ vehicles must be on an improved bituminous surface if located in the front or side yard. Parking of ~~passenger~~ vehicles is permitted on an unimproved surface in the rear yard if the vehicle meets accessory structure setbacks of the district.

(h) Portable storage containers or shipping containers

- 1. The use of portable storage containers or shipping containers or other similar structures or containers are permitted for temporary storage on a driveway or parking lot, but in no event shall such containers be present for more than 60 days within any one-year period.
- 2. Portable storage containers or shipping containers or other similar structures or containers may not be used as a dwelling, a primary structure, nor an accessory building or structure.

(2) Refuse

- (b) ~~Passenger~~ Vehicles in an inoperative state shall not be parked in residential districts for a period exceeding 7 days. “Inoperative” shall mean incapable of movement under the vehicle’s own power and in need of repairs. All ~~passenger~~ vehicles shall be currently licensed.

(S) Cannabis Businesses

- (1) Cannabis businesses may not be located within 250 feet of a school as established in City Code Section ~~121.14 (H)~~ 121.23 (K).

(V) Traffic Impact Study Guidelines and Process

(3) Need for Traffic Impact Study

- (b) Certain types of development, because of their size, nature, or location, are less likely to result in traffic impacts and therefore do not require the investment of time or effort in conducting a comprehensive traffic analysis. When a development is staged or phased over time, the City requires that a Traffic Impact Study be completed based on the impacts of the final phase or build out. At a minimum, all development projects will need to prepare some documentation such as driveway/access locations, showing consistency with the New Prague Comprehensive Plan, and compliance with the access spacing guidelines ~~which are part of the New Prague Zoning Ordinance~~ as outlined in this Ordinance.

Table 1 – Level of Analysis Required

Minimal Analysis

Required Information:

Consistency with Comp Plan and ~~Zoning Ordinance~~ Unified Development Code.

6.002 Character and Building Standards

(D) Permitted Encroachments

- (2) Attached decks are also exempted from the rear yard setback requirements except that an attached deck may not be located closer than 20 feet from the rear property line including on through lots.

(E) Accessory Buildings and Structures

(1) In Residential Districts

- (b) Accessory buildings and structures are permitted in any rear or side yard. Accessory buildings and structures shall not be erected within six (6) feet of any lot line or ten (10) feet from any alley, and Garages must provide a minimum of 20 feet of direct access to the entrance within the property lines.

(3) In All Districts

- (e) Portable storage containers or shipping containers or other similar structures or containers may not be used as an accessory building or structure.

(Q) Building Design Requirements

- (3) A minimum of two (2) of the following design requirements shall be incorporated for principal structures, and a minimum of one (1) of the following design requirements shall be incorporated for accessory buildings which are accessory to a building upon which these provisions apply:

- (a) At least two (2) contrasting building colors or accent textures.
- (b) At minimum 25% window coverage on each building wall facing a street.
- (c) A front entry that is accented with a minimum 150 square feet around the door entrance. Primary building entrances shall be clearly defined and emphasized through architectural treatments such as canopies, recesses, or enhanced materials.
- (d) Varying roof lines.
- (e) Varying wall depths.

- (7) Multi-family buildings with 5 or more units located in the B-1 Central Business District must comply with the provisions of Section 6.002 (Q) of ~~the Zoning Ordinance~~ this Ordinance.

SECTION 2. This ordinance shall take effect and be in force after its passage and upon its publication, in accordance with Section 3.13 of the City Charter.

Introduced to the City Council of the City of New Prague, Minnesota, this 8th day of September, 2026.

The required 10 days posted notice was completed on the City Website and City Hall Bulletin Board on September 9th, 2026.

Passed by the City Council of the City of New Prague, Minnesota, the 21st day of September, 2026, and to be published on the 1st day of October, 2026.

Charles L. Nickolay, Mayor

State of Minnesota)
)ss. (CORPORATE ACKNOWLEDGMENT)
County of Scott & Le Sueur)

Subscribed and sworn before me, a Notary Public this _____ day of _____, 2026.

Notary Public

ATTEST: _____
Joshua M. Tetzlaff, City Administrator

State of Minnesota)
)ss. (CORPORATE ACKNOWLEDGMENT)
County of Scott & Le Sueur)

Subscribed and sworn before me, a Notary Public this _____ day of _____, 2026.

Notary Public

THIS INSTRUMENT DRAFTED BY:
Evan C. Gariepy
City of New Prague
118 Central Ave. N.
New Prague, MN 56071
(952) 758-4401



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: JOSHUA TETZLAFF, CITY ADMINISTRATOR
SUBJECT: SET 2026 PRELIMINARY PROPERTY TAX LEVY FOR TAXES PAYABLE 2027, NOT TO EXCEED PROPERTY TAX LEVY
DATE: SEPTEMBER 16TH, 2026

Each year, the Council is required to set its proposed property tax levy and certify that levy to the county auditor (Minn Stat. 275.065.1). To this point, the City Council has convened to discuss the proposed budget for 2027, which is directly linked to the proposed tax levy.

At the first meeting on July 20th, 2026, the staff shared a first draft of the general fund budget that would require a property tax levy of \$6,343,178, which would be a 13.20% increase over the 2026 levy.

At the second meeting on August 31st, staff presented a 7.56% increase over 2026, or \$6,027,624. The Council asked staff to bring forward a resolution at the next City Council meeting that sets the Preliminary, Not-to-Exceed levy at 8.00% increase over 2026, or \$6,052,124. As was discussed, this proposed levy will provide the Council a point from which to work as it moves towards its final levy in December.

As a reminder, this is not a final approval of the tax levy. This is a preliminary tax levy that may not be exceeded in December when the final property tax levy is set.

Recommendation

Staff recommends approval of Resolution #CC-26-09-21-02, setting the 2026 Proposed Property Tax Levy for Taxes Payable in 2027 at \$6,052,124 or 8% and scheduling the public hearing to set the 2027 Final Tax Levy for December 7, 2026.

CITY OF NEW PRAGUE
2025 PROPERTY TAX LEVY, PAYABLE IN 2026
Proposed 2026 Budget

Section 13, Item a.

	Certified 2018	Certified 2019	Certified 2020	Certified 2021	Certified 2022	Certified 2023	Certified 2024	Certified 2025	Certified 2026	Budget 2027	\$ Difference	% Difference
General Fund Levy	\$3,039,000	\$3,133,985	\$3,253,533	\$3,354,390	\$3,660,878	\$3,728,128	\$3,749,628	\$4,238,585	\$4,428,735	\$4,729,291	\$300,556	6.79%
Total Tax Abatement	---	---	---	---	---	---	---	---	---	\$43,490	---	---
General Debt Service Levy	\$1,000,000	\$1,000,000	\$1,000,000	\$950,000	\$950,000	\$821,283	\$861,725	\$959,696	\$831,865	\$955,239	\$123,374	14.83%
EDA Levy	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,746	\$746	0.99%
Equipment/Facility Levy	---	---	---	---	---	\$200,217	\$138,275	\$40,304	\$268,135	\$248,358	-\$19,777	-7.38%
Total City Tax Levy	\$4,089,000	\$4,183,985	\$4,303,533	\$4,354,390	\$4,660,878	\$4,824,628	\$4,824,628	\$5,313,585	\$5,603,735	\$6,052,124	\$448,389	8.00%
\$ Change from Previous Year	\$92,000	\$94,985	\$119,548	\$50,857	\$306,488	\$163,750	\$0	\$488,957	\$290,150	\$448,389		
% Change from Previous Year	2.30%	2.32%	2.86%	1.18%	7.04%	3.51%	0.00%	10.13%	5.46%	8.00%		
5-year Average Change in Total Levy	1.79%	2.48%	2.39%	2.32%	3.14%	3.38%	2.92%	4.37%	5.23%	5.42%		
Average Residential Tax Impact					4.91%	-1.88%	-8.06%	9.47%	3.88%	6.05%		
5-year Average Change in Res. Tax Impact									1.66%	1.89%		
Net Tax Capacity	\$6,676,041	\$7,269,212	\$7,963,971	\$8,566,374	\$9,013,027	\$11,115,006	\$11,474,031	\$11,945,023	\$12,419,247	\$12,919,957		
City Tax Rate	61.249%	57.558%	54.038%	50.831%	51.713%	43.406%	42.048%	44.484%	45.121%	46.843%		

* Average Residential Tax Impact based on Data from both Le Sueur and Scott Counties

** EDA Levy (Per MN. Statutes 469.107 subd. 1.)

WHAT IF TAX COMPARISON PAY 2026 vs Pay 2027 - New Prague

FISCAL YEAR 2026				MARKET VALUE TAX	
12,534,170 (114,923) -	GROSS TAX CAPACITY TIF (-) FISCAL DISPARITY (-)	\$ 5,603,735 \$ - \$ 5,603,735	FINAL CERTIFIED LEVY FISCAL DISPARITY (-) TAX LEVY OR SPREAD LEVY	\$ 1,113,591,091 \$ 1,134,325,691 \$ -	Taxable Market Value Referendum Market Value CERTIFIED LEVY
12,419,247	NET TAX CAPACITY				
Tax Rate		45.121%		0.00000%	Tax Rate
FISCAL YEAR 2027				MARKET VALUE TAX	
13,034,880 (114,923) -	Gross Tax Capacity TIF (-) FISCAL DISPARITY (-)	\$ 6,052,124 \$ - \$ 6,052,124	PROPOSED LEVY FISCAL DISPARITY (-) TAX LEVY OR SPREAD LEVY	\$ 1,142,723,793 \$ 1,161,054,058 \$ -	Taxable Market Value Referendum Market Value PROPOSED LEVY
12,919,957	NET TAX CAPACITY				
Tax Rate		46.843%		0.00000%	Tax Rate

RESIDENTIAL IMPACTS

Scott County values shown are as of August 20, 2026.
Fiscal Year 2027 data shown above includes value and tax capacity information estimated based upon the % increase in Scott County's figures.
Average and Median residential values, below, are Scott County only.
Fiscal Year 2027, shown above is based upon the % increase in Scott County's figures.
Taxable Market Value = 2.6%, Referendum Market Value =2.4%, Gross Tax Capacity =3.2%.

	% EMV Value Range Inc/Dec	# of affected Properties	% of Total	Avg Market Value 2026	Avg Market Value 2027	Value Exclusion 2026	Value Exclusion 2027	Taxable Market Value 2026	Taxable Market Value 2027	Taxable % Change 2026 vs 2027	Net	Net	Net	Net	Le Sueur affected Properties	Scott affected Properties
											Payable 2026	Payable 2027	Inc/Dec 2026 vs 2027	Difference % Change		
New Prague	+15.01+%	23	0.8%	\$ 340,500	\$ 391,575	\$ 15,905	\$ 11,308	\$ 324,595	\$ 380,267	17.15%	\$ 1,464.62	\$1,781.29	\$ 316.67	21.6%	4	19
	+10.01-15.00%	27	1.0%	\$ 340,500	\$ 383,063	\$ 15,905	\$ 12,074	\$ 324,595	\$ 370,988	14.29%	\$ 1,464.62	\$1,737.83	\$ 273.21	18.7%	1	26
	+5.01-10.00%	404	14.6%	\$ 340,500	\$ 366,038	\$ 15,905	\$ 13,607	\$ 324,595	\$ 352,431	8.58%	\$ 1,464.62	\$1,650.90	\$ 186.28	12.7%	200	204
	+0.01-5.00%	1,556	56.1%	\$ 340,500	\$ 349,013	\$ 15,905	\$ 15,139	\$ 324,595	\$ 333,874	2.86%	\$ 1,464.62	\$1,563.97	\$ 99.35	6.8%	1024	532
	No Change	50	1.8%	\$ 340,500	\$ 340,500	\$ 15,905	\$ 15,905	\$ 324,595	\$ 324,595	0.00%	\$ 1,464.62	\$1,520.51	\$ 55.89	3.8%	27	23
	-0.01-5.00%	612	22%	\$ 340,500	\$ 331,988	\$ 15,905	\$ 16,671	\$ 324,595	\$ 315,316	-2.86%	\$ 1,464.62	\$1,477.04	\$ 12.43	0.8%	11	601
	-5.01 - 10.00%	87	3%	\$ 340,500	\$ 314,963	\$ 15,905	\$ 18,203	\$ 324,595	\$ 296,759	-8.58%	\$ 1,464.62	\$1,390.12	\$ (74.50)	-5.1%	1	86
	-10.00 - 15.00%	15	1%	\$ 340,500	\$ 297,938	\$ 15,905	\$ 19,736	\$ 324,595	\$ 278,202	-14.29%	\$ 1,464.62	\$1,303.19	\$ (161.43)	-11.0%	0	15
	-15.01% +	1	0%	\$ 340,500	\$ 289,425	\$ 15,905	\$ 20,502	\$ 324,595	\$ 268,923	-17.15%	\$ 1,464.62	\$1,259.72	\$ (204.89)	-14.0%	0	1
		2,775	100%												1,268	1,507

% EMV Value Range	# of affected Properties	Net Difference % Change	% Change Weighted	Market Value 2027	Taxable Market Value Weighted
+15.01+%	23	21.6%	497.30%	\$ 380,267	\$ 8,746,135
+10.01-15.00%	27	18.7%	503.66%	\$ 370,988	\$ 10,016,679
+5.01-10.00%	404	12.7%	5138.42%	\$ 352,431	\$ 142,382,074
+0.01-5.00%	1,556	6.8%	10555.34%	\$ 333,874	\$ 519,507,361
No Change	50	3.8%	190.80%	\$ 324,595	\$ 16,229,750
-0.01-5.00%	612	0.8%	519.24%	\$ 315,316	\$ 192,973,622
-5.01 - 10.00%	87	-5.1%	-442.55%	\$ 296,759	\$ 25,818,044
-10.00 - 15.00%	15	-11.0%	-165.33%	\$ 278,202	\$ 4,173,028
-15.01% +	1	-14.0%	-13.99%	\$ 268,923	\$ 268,923
2775		16782.88%		\$ 920,115,615	
Average Tax Impact		6.05%		\$ 331,573	

State of Minnesota
Counties of Scott & Le Sueur
City of New Prague

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**CITY OF NEW PRAGUE, MINNESOTA
RESOLUTION #CC-26-09-21-02**

**RESOLUTION ADOPTING 2026 PRELIMINARY PROPERTY TAX LEVY FOR
TAXES PAYABLE IN 2027**

BE IT RESOLVED, by the City Council of the City of New Prague, Counties of Scott and Le Sueur, Minnesota that the 2026 Levy, for Taxes Payable 2027 (preliminary tax levy) be set at \$6,052,124 for Net Tax Capacity (NTC) and for a total preliminary levy amount of \$6,052,124. The levied amount includes all necessary debt service payments and any other bond payments have sufficient funds to cover debt requirements.

BE IT FURTHER RESOLVED, that the City Administrator is hereby instructed to forward copies of this resolution to the Auditors of Scott and Le Sueur Counties.

BE IT FURTHER RESOLVED, that the date for the 2026 Levy, for Taxes Payable 2027 Truth in Taxation Hearing is hereby established for December 7, 2026 at 6:00 p.m. and the continuation hearing (if necessary) is hereby established for December 21, 2026 at 6:00 p.m.

Adopted by the City Council of the City of New Prague on this 21st day of September, 2026.

Charles Nickolay
Mayor

ATTEST:

Joshua M. Tetzlaff
City Administrator



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: HONORABLE MAYOR AND CITY COUNCIL
CC: JOSHUA M. TETZLAFF, CITY ADMINISTRATOR
FROM: KEN ONDICH, COMMUNITY DEVELOPMENT DIRECTOR
EVAN C. GARIEPY, PLANNER
SUBJECT: PLANNING COMMISSION SUMMARY – REQUEST FOR CONDITIONAL
USE PERMIT #C3-2026 TO ALLOW FOR THE RELOCATION OF A GARAGE
FROM 901 1ST AVE NW TO 903 1ST AVE NW, AS PROPOSED BY PADDY
O’PROPERTIES.
DATE: SEPTEMBER 17TH, 2026

Planning Commission Summary

The Planning Commission heard the above Conditional Use Permit request at their August 26th and September 16th meetings. The applicant, Paddy O’Properties, is requesting the CUP to allow for the relocation of a garage from 901 1st Ave NW to 903 1st Ave NW, as the relocating of a building within City Limits requires a CUP. The garage is currently next to a legal non-conforming residential property, which the applicant plans to demolish after the garage is moved so it can continue to be utilized and so that it is not damaged during the demolition. The garage would be utilized as an accessory storage garage on the new property, which is a permitted use in the I-1 Light Industrial and Business Park Zoning District.

The applicant did also request a minor administrative subdivision for these properties on August 5th, 2026. This minor subdivision is still being processed administratively and with Scott County. If, for any reason, it is not approved, the applicant will be required to obtain a Variance to execute this CUP due to the setbacks on 903 1st Ave NW.

There were no comments received from the public during the public hearing which occurred on September 16th, 2026. **Additionally on September 16th, 2026, the Planning Commission recommended approval of the Conditional Use Permit request on a unanimous vote (4-0) based on the eleven findings and ten conditions for the CUP listed in the staff report and attached resolution.**

Staff Recommendation

Staff recommends approval of the attached resolution “...Approving Conditional Use Permit (#C3-2026)...”.

RESOLUTION #CC-26-09-21-03

**RESOLUTION OF THE NEW PRAGUE CITY COUNCIL APPROVING
CONDITIONAL USE PERMIT #C3-2026 TO ALLOW FOR THE RELOCATING OF A
GARAGE FROM 901 1ST AVE NW TO 903 1ST AVE NW, AS PROPOSED BY PADDY
O’PROPERTIES.**

WHEREAS, Paddy O’Properties, applicant, regarding the following real estate in the County of Scott County to wit:

See Attachment A.

is requesting a Conditional Use Permit to allow for the relocation of a garage from 901 1st Ave NW to 903 1st Ave NW in the I1 Light Industrial and Business Park Zoning district; and,

WHEREAS, the New Prague Planning Commission has finished a review of the application during both its August 26th, 2026 and September 16th, 2026 meetings, and made a report pertaining to said request (#C3-2026), a copy of said report has been presented to the City Council; and,

WHEREAS, the New Prague Planning Commission on the 16th day of September, 2026, after due consideration of presented testimony and information, voted **unanimously (4-0)** to forward the matter to the City Council with a recommendation for approval; and,

WHEREAS, the New Prague City Council finds the following conditions for the Conditional Use Permit:

- A. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area because the existing garage will be moved north by one parcel and will be utilized for storage as it was before, except this time for industrial/commercial purposes.
- B. The use will be sufficiently compatible or separated by distance or screened from adjacent residentially zoned or used land so that existing homes will not be depreciated in value and there will be no deterrence to development of vacant land because the garage will be moved to a site where exterior storage previously was, which is zoned industrially, screened by trees and distance from a residential property to the north, and because the land east of the garage is undevelopable due to floodplains.
- C. The structure and site shall have an appearance that will not have an adverse effect upon adjacent residential properties because the garage will only be moved north

by one parcel and the site must meet all industrial screening requirements set forth within the Unified Development code.

- D. The use is reasonably related to the overall needs of the City and to the existing land use because the garage is being moved to change from a residential use to an industrial use on land that was rezoned from R1 Single Family Residential to I1 Light Industrial and Business Park.
- E. The use is consistent with the purposes of the Unified Development Code and the purposes of the zoning district in which the applicant intends to locate the proposed use because a garage used for storage is a permitted accessory use within the I1 Light Industrial and Business Park district.
- F. The use is not in conflict with the Comprehensive Plan of the City because the land is guided as Industrial.
- G. The use will not cause traffic hazard or congestion because the garage is moving one parcel north and will not see an increase of traffic, and the congestion that will be caused by moving the property will be communicated to surrounding property owners in advance and will be momentary.
- H. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided because the structure will require minimal utilities, access, and facilities beyond what it already utilizes.
- I. The structure would not be in disharmony with the established or expected pattern or development in the neighborhood so to destroy the overall appearance of the neighborhood because it will only be moved one parcel north from where it currently sits and it is currently not at disharmony with the surrounding neighborhood.
- J. The structure would not be in disharmony with the existing age, bulk, architectural style, and quality of construction surrounding it as the garage will be moved only one parcel north from where it was built, and because it is a standard garage which will be re-sided upon being moved.
- K. The structure would not substantially diminish or impair property values within the neighborhood as it is a standard garage which is being relocated one parcel north from where it currently sits, and it will be re-sided upon being moved.

WHEREAS, the New Prague City Council approves the request for a Conditional Use Permit with the following conditions:

1. The applicant must follow all requirements of the Building Official, Utilities Department, Public Works Department, and Police Department for moving of the structure.

2. This Conditional Use Permit is contingent on the minor subdivision A3-2026 to move the property line of the two affected properties. If the minor subdivision is not granted, a Variance will be required to execute this Conditional Use Permit due to the site of the garage no longer meeting the required rear setback. If the minor subdivision or Variance is not obtained within one calendar year, this Conditional Use Permit shall be revoked.
3. If the garage is to be moved and not immediately placed on its permanent foundation, the garage must be placed on its permanent foundation within 30 days of being moved, and must be barricaded off with temporary fencing during this time.
4. All properties and property owners that are north of 901/903 1st Ave NW, including Chart Industries, shall be notified by the applicant at least 10 days in advance of the period of time the structure will be relocated and access along 1st Ave NW may be limited or blocked.
5. The Police Department, Fire Department, and Emergency Medical Services shall all be notified at least 10 days in advance of the period of time the structure will be relocated and access along 1st Ave NW may be limited or blocked.
6. Three (3) days prior to the relocating of the structure, temporary no parking signs shall be put in the western and eastern right of ways of 1st Ave NW for the portion of the road that will be utilized for relocating the structure. These shall be removed following the relocation of the structure.
7. This Conditional Use Permit is only valid for moving the existing 940 square foot detached garage that is currently located at 901 1st Ave NW to 903 1st Ave NW.
8. All requirements of the Unified Development Code must be met, including Section 6.002 (G).
9. Prior to being occupied, the structure must have its siding replaced, must meet Minnesota State Building Code Requirements, and must be approved by the City's Building Official.
10. Any damage to the street or public utilities from the moving of the structure will be the responsibility of the applicant.

NOW, THEREFORE BE IT RESOLVED, by the City Council of New Prague, Minnesota, that the request for Conditional Use Permit #C3-2026 to allow for the relocating of the garage located at 901 1st Ave NW to 903 1st Ave NW, as proposed by Paddy O'Properties, is hereby **approved** based on the above findings.

This Conditional Use Permit is approved, effective immediately upon its passage and without publication.

Passed this 21st day of September, 2026.

Charles L. Nickolay, Mayor

State of Minnesota)
)ss. (CORPORATE ACKNOWLEDGMENT)
County of Scott & Le Sueur)

Subscribed and sworn before me, a Notary Public this _____ day of _____, 2026.

Notary Public

ATTEST: _____
Joshua M. Tetzlaff, City Administrator

State of Minnesota)
)ss. (CORPORATE ACKNOWLEDGMENT)
County of Scott & Le Sueur)

Subscribed and sworn before me, a Notary Public this _____ day of _____, 2026.

Notary Public

THIS INSTRUMENT DRAFTED BY:
Evan C. Gariepy
City of New Prague
118 Central Ave. N.
New Prague, MN 56071
(952) 758-4401

Attachment A
#C3-2026

Parcel A, 901 1st Ave NW, PID 24.016.0092 – The lot which the garage is to be moved from.

Lot Nineteen (19) and the north half of Lot Twelve (12) of New Prague Outlots, situated in the Northwest Quarter (NW1/4) of Section Thirty-four (34), Township One Hundred Thirteen (113) North, Range Twenty-three (23) West, Scott County, Minnesota, according to the plat thereof on file and of record in the office of the Register of Deeds in and for said Scott County, Minnesota, EXCEPTING therefrom the following described parcel: That part of the North Half of Lot 12, NEW PRAGUE OUTLOTS, City of New Prague, Scott County, Minnesota, described as follows: Commencing at the Northwest Corner of said Lot 12; thence South 01 degrees 30 minutes 43 seconds East (bearings based on Scott County Coordinate System NAD83, 1996 Adjustment) on the west line of said Lot 12, a distance of 11.95 feet to the point of beginning; thence continuing South 01 degrees 30 minutes 43 seconds East on said west line of said Lot 12, a distance of 153.05 feet to the Southwest Corner of the North Half of said Lot 12: thence North 89 degrees 26 minutes 13 seconds East on the South line of said North Half of Lot 12, a distance of 145.05 feet; thence North 20 degrees 11 minutes 52 seconds West, a distance of 47.73 feet; thence North 29 degrees 49 minutes 43 seconds East, a distance of 70.50 feet; thence North 19 degrees 02 minutes 31 seconds East, a distance of 49.98 feet; thence South 89 degrees 28 minutes 12 seconds West, a distance of 184.02 feet to the point of beginning; And also EXCEPTING: Beginning at the northwest corner of Lot Nineteen (19) of New Prague Outlots Scott County, Minnesota, in Section 34, Township 113 North, Range 23 West, thence running South One hundred two (102) feet; thence running West One hundred feet (100) to the point of beginning AND All of that part of Lot Nineteen (10) of New Prague Outlots, situated in the Northwest Quarter (NW1/4) of Section Thirty-four (34), Township One hundred thirteen (113) North, Range Twenty-three (23) West, Scott County, Minnesota, according to the map or plat thereof on file and of record in the office of the Register of deeds in and for said Scott County, Minnesota, described as follows, to-wit: Beginning at a point on the west line of said Lot Nineteen (19) which point is one hundred two (102) feet south of the northwest corner of said Lot Nineteen (19), and running thence east a distance of one hundred (100) feet, running thence south a distance of one hundred (100) feet, running thence west a distance of one hundred (100) feet to the west line of said Lot Nineteen (19), and running thence north along the west line of said Lot Nineteen (19) a distance of one hundred (100) feet to the point of beginning.

Parcel A has the following proposed legal following the administrative subdivision A3-2026:

That part of Lot 19, PLAT OF THE NEW PRAGUE OUTLOTS, according to the recorded plat thereof and on file with the Scott County Recorder's Office, lying north of the following described line; Commencing at the Northwest Corner of said Lot 19; thence South 01 degrees 30 minutes 43 seconds East (bearing based on Scott County Coordinate System NAD83, 1996 Adjustment) on the west line of said Lot 19, a distance of 202.00 feet to the point of beginning; thence North 89 degrees 26 minutes 13 seconds East, a distance of 429.00 feet to the east line of said Lot 19 and there terminating.

AND ALSO

The South Half of the following of the described parcel;

All of the public right of way lying north of Lot 19 and south of Lot 23 within the Plat of the New Prague Outlots, Scott County, Minnesota.

Said parcel contains 2.07 acres of land.

Parcel B, 903 1st Ave NW, 24.016.0130 – The lot that the garage is to be moved to.

Beginning at the Northwest corner of Lot Nineteen (19) of New Prague Outlots Scott County, Minnesota, in Section 34, Township 113 North, Range 23 West, thence running South One hundred two (102) feet; thence running East One hundred (100) feet; thence running North One hundred two (102) feet; thence running West One hundred feet (100) to the point of beginning, Scott County, Minnesota. And All that part of the Lot Nineteen (19) of New Prague Outlots, situated in the Northwest Quarter (NW ¼) of Section Thirty-four (34), Township One hundred thirteen (113) North, Range Twenty-three (23) West, Scott County, Minnesota, according to the map or plat Paddy O'Properties – C3-2026 August 26th, 2026 Regular Planning Commission Meeting Page 3 of 13 thereof on file and of record in the Office of the Register of Deeds in and for said Scott County, Minnesota, described as follows, to-wit: Beginning at a point on the west line of said Lot Nineteen (19) which point is one hundred two (102) feet south of the northwest corner of said Lot Nineteen (19), and running thence east a distance of one hundred (100) feet, running thence south a distance of one hundred (100) feet, running thence west a distance of one hundred (100) feet to the west line of said Lot Nineteen (19), and running thence north along the west line of said Lot Nineteen (19), a distance of one hundred (100) feet to the point of beginning, Scott County, Minnesota.

Parcel B has the following proposed legal following the administrative subdivision A3-2026:

That part of Lot 19, PLAT OF THE NEW PRAGUE OUTLOTS, according to the recorded plat thereof and on file with the Scott County Recorder's Office, lying south of the following described line; Commencing at the Northwest Corner of said Lot 19; thence South 01 degrees 30 minutes 43 seconds East (bearing based on Scott County Coordinate System NAD83, 1996 Adjustment) on the west line of said Lot 19, a distance of 202.00 feet to the point of beginning' thence North 89 degrees 26 minutes 13 seconds East, a distance of 429.00 feet to the east line of said Lot 19 and there terminating.

AND ALSO

The North Half of Lot 12, NEW PRAGUE OUTLOTS, City of New Prague, Scott County, Minnesota, excepting therefrom the following described parcel;

That part of the North Half of Lot 12, NEW PRAGUE OUTLOTS, City of New Prague, Scott County, Minnesota, described as follows: Commencing at the Northwest Corner of said Lot 12; thence South 01 degrees 30 minutes 43 seconds East (bearings based on Scott County Coordinate System NAD83, 1996 Adjustment) on the west line of said Lot 12, a distance of 11.95 feet to the point of beginning; thence continuing South 01 degrees 30 minutes 43 seconds East on said west line of said Lot 12, a distance of 153.05 feet to the Southwest Corner of the North Half of said Lot 12; thence North 89 degrees 26 minutes 13 seconds East on the South line of said North half of Lot 12, a distance of 145.05 feet; thence North 20 degrees 11 minutes 52 seconds West, a distance of 47.73 feet; thence North 29 degrees 49 minutes 43 seconds East, a distance of 70.59 feet; thence North 19 degrees 02 minutes 31 seconds East, a distance of 49.98 feet; thence South 89 degrees 28 minutes 12 seconds West, a distance of 184.02 feet to the point of beginning.

AND ALSO

The North half of the following described parcel;

All of the public right of way lying north of Lot 12 and south of Lot 19 within the Plat of the New Prague Outlots, Scott County, Minnesota.

Said parcel contains 3.15 acres of land.



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: PLANNING COMMISSION
FROM: EVAN C. GARIEPY – PLANNER
SUBJECT: REQUEST FOR CONDITIONAL USE PERMIT #C3-2026 TO ALLOW FOR THE RELOCATING OF A GARAGE FROM 901 1ST AVE NW TO 903 1ST AVE NW, AS PROPOSED BY PADDY O’PROPERTIES
DATE: AUGUST 19TH, 2026

Background / History

The applicant, Paddy O’Properties, is applying for a Conditional Use Permit to allow for the relocating of an existing 940 square feet detached garage from 901 1st Ave NW to 903 1st Ave NW. The existing detached garage currently located at 901 1st Ave NW is adjacent to a residential house, which the applicant plans to demolish in a controlled burn with the Fire Department.

Both of these properties were rezoned earlier this year, from R1 Single Family Residential to I1 Light Industrial and Business Park. The applicant also applied for a minor administrative subdivision on August 5th, 2026. This minor subdivision is still being processed administratively. If, for any reason, it is not approved, the applicant would be required to obtain a Variance in addition to this CUP due to the setbacks on 903 1st Ave NW. Attachment A shows both the current property lines and the proposed property lines following this subdivision.

The Unified Development Code Section 6.002 (G) states that no person shall move a building within or from without the City without obtaining a Conditional Use Permit.

Legal Description

Notably, these legal descriptions are not updated to include the proposed minor subdivision of these parcels, nor the vacation of the right of way that runs through Parcel A or the right of way north of Parcel B. If the legal descriptions are not obtained prior to City Council passing a

potential resolution approving the Conditional Use Permit, if it is approved, the resolution shall not be filed and in effect until the final legals are provided.

Parcel A, 901 1st Ave NW, PID 24.016.0092 – The lot which the garage is currently on.

Lot Nineteen (19) and the north half of Lot Twelve (12) of New Prague Outlots, situated in the Northwest Quarter (NW1/4) of Section Thirty-four (34), Township One Hundred Thirteen (113) North, Range Twenty-three (23) West, Scott County, Minnesota, according to the plat thereof on file and of record in the office of the Register of Deeds in and for said Scott County, Minnesota, EXCEPTING therefrom the following described parcel: That part of the North Half of Lot 12, NEW PRAGUE OUTLOTS, City of New Prague, Scott County, Minnesota, described as follows: Commencing at the Northwest Corner of said Lot 12; thence South 01 degrees 30 minutes 43 seconds East (bearings based on Scott County Coordinate System NAD83, 1996 Adjustment) on the west line of said Lot 12, a distance of 11.95 feet to the point of beginning; thence continuing South 01 degrees 30 minutes 43 seconds East on said west line of said Lot 12, a distance of 153.05 feet to the Southwest Corner of the North Half of said Lot 12; thence North 89 degrees 26 minutes 13 seconds East on the South line of said North Half of Lot 12, a distance of 145.05 feet; thence North 20 degrees 11 minutes 52 seconds West, a distance of 47.73 feet; thence North 29 degrees 49 minutes 43 seconds East, a distance of 70.50 feet; thence North 19 degrees 02 minutes 31 seconds East, a distance of 49.98 feet; thence South 89 degrees 28 minutes 12 seconds West, a distance of 184.02 feet to the point of beginning; And also EXCEPTING: Beginning at the northwest corner of Lot Nineteen (19) of New Prague Outlots Scott County, Minnesota, in Section 34, Township 113 North, Range 23 West, thence running South One hundred two (102) feet; thence running West One hundred feet (100) to the point of beginning AND All of that part of Lot Nineteen (10) of New Prague Outlots, situated in the Northwest Quarter (NW1/4) of Section Thirty-four (34), Township One hundred thirteen (113) North, Range Twenty-three (23) West, Scott County, Minnesota, according to the map or plat thereof on file and of record in the office of the Register of deeds in and for said Scott County, Minnesota, described as follows, to-wit: Beginning at a point on the west line of said Lot Nineteen (19) which point is one hundred two (102) feet south of the northwest corner of said Lot Nineteen (19), and running thence east a distance of one hundred (100) feet, running thence south a distance of one hundred (100) feet, running thence west a distance of one hundred (100) feet to the west line of said Lot Nineteen (19), and running thence north along the west line of said Lot Nineteen (19) a distance of one hundred (100) feet to the point of beginning.

Parcel B, 903 1st Ave NW 24.016.0130 – The lot that the garage is proposed to be moved to.

Beginning at the Northwest corner of Lot Nineteen (19) of New Prague Outlots Scott County, Minnesota, in Section 34, Township 113 North, Range 23 West, thence running South One hundred two (102) feet; thence running East One hundred (100) feet; thence running North One hundred two (102) feet; thence running West One hundred feet (100) to the point of beginning, Scott County, Minnesota.

And

All that part of the Lot Nineteen (19) of New Prague Outlots, situated in the Northwest Quarter (NW ¼) of Section Thirty-four (34), Township One hundred thirteen (113) North, Range Twenty-three (23) West, Scott County, Minnesota, according to the map or plat

thereof on file and of record in the Office of the Register of Deeds in and for said Scott County, Minnesota, described as follows, to-wit:
Beginning at a point on the west line of said Lot Nineteen (19) which point is one hundred two (102) feet south of the northwest corner of said Lot Nineteen (19), and running thence east a distance of one hundred (100) feet, running thence south a distance of one hundred (100) feet, running thence west a distance of one hundred (100) feet to the west line of said Lot Nineteen (19), and running thence north along the west line of said Lot Nineteen (19), a distance of one hundred (100) feet to the point of beginning, Scott County, Minnesota.

Zoning and UDC Requirements

Both the property from which the garage is being moved from and the property it is being moved to are zoned I1 Light Industrial and Business Park.

The shed that is currently located at 903 1st Ave NW is being utilized for storage for the applicant’s real estate business. After being moved, the applicant stated the garage would be used as an accessory building to the shed as additional storage for his business, which is a permitted accessory use.

The residential property which is currently located at 901 1st Ave NW is not a permitted use, and the applicant stated he plans to demolish it.

The proposed site of the detached garage must meet all dimensional standards set by the UDC.

- UDC Section 6.001 Dimensional Standards Chart
 - I-1 Light Industrial and Business Park
 - Minimum Front Yard Setback: 40 ft
 - Minimum Side Yard Setback: 15 ft
 - Minimum Rear Yard Setback: 25 ft
 - Maximum Height: 50 ft
 - Maximum Land Coverage by Structures: 40%

Additional dimensional standards for an accessory building are outlined in UDC Section 6.002 (E) (2) and (3). It states that accessory buildings may be located any place to the rear of the principal building. The proposed location is further east than the existing shed, meeting this requirement.

Contingent on the proposed minor subdivision, the proposed site would meet all of the required setbacks for this property. If, for whatever reason, the minor subdivision is not approved, the applicant would be required to obtain a Variance from the minimum rear yard setback requirement.

The Unified Development Code also lists specific standards that must be considered when evaluating a CUP for relocating a structure.

UDC Section 6.002 Character and Building Standards

(G) Relocating Structures

(1) Permit Required

No person shall move any principal building from within or without the City limits to a new location within the City without first obtaining a Conditional Use Permit in accordance with the provisions of Section 3.002 (E) of the United Development Code. An application for such Conditional Use Permit shall indicate the origin and destination of such building, and the route over which it is to be moved. The application shall also indicate the location of the lot on which the house is to be located, the dimensions of the lot, and the proposed location of the structure on the lot along with setback distances. No permit to move a building shall be issued unless and until the following conditions are fully complied with and approved by the City Council.

- (a) The building to be moved must comply in all respects with the State Building Code, other pertinent State rules and regulations, and the City Code.
- (b) The lot on which the building is to be located must meet all the minimum dimensional requirements of the zoning district in which it is located.
- (c) The building must be placed on the lot so as to meet all the front, side, and rear yard requirements as set forth in this Ordinance.
- (d) Payment of a deposit as set on the City fee schedule, to be refunded upon final occupancy, grading, and landscaping.
- (e) Factors that must be considered by the Planning Commission and City Council when reviewing the Conditional Use Permit application:
 1. Whether the structure is in disharmony with the established or expected pattern of development in the neighborhood that it would destroy the overall appearance of the neighborhood.
 2. The extent of disharmony, if any, of the proposed structure with the existing age, bulk, architectural style, and quality of construction surrounding it.
 3. The structure will not substantially diminish or impair property values within the neighborhood.

(2) Electrical Corrections Requirements.

- (a) In every case in which the removal or displacement of any overhead electrical or other wires is required, it shall be the duty of the person, association, or corporation owning, operating, or controlling said wires to remove or displace the same, so far as the same way may be necessary to effect the removal thereof, shall be authorized by such permit.
- (b) The person moving the structure must notify the person, association, or corporation owning, operating, or controlling said wires to remove or displace the same facilities the removal of said wires sufficiently to allow the passage of said building along the street over which said wires are suspended.

- (c) Any expenses incurred or to be incurred in the moving, removing, or displacing of such wire shall be paid for by the person moving the structure.

Additional requirements, as highlighted above, must also be addressed in consideration of this Conditional Use Permit. Overall, Planning Staff believes that the proposed relocation of the garage meets the requirements of the Unified Development Code that are specifically laid out for relocating structures, as elaborated upon below.

Section 6.002 Character and Building Standards (G)(1)(e)

- 1. Whether the structure is in disharmony with the established or expected pattern of development in the neighborhood that it would destroy the overall appearance of the neighborhood.

Staff believes that the garage would not be in disharmony with the established or expected pattern of development in the neighborhood so as to destroy the overall appearance of the neighborhood as it will only be moved one parcel north from where it currently sits and it is currently not at disharmony with the surrounding neighborhood.

- 2. The extent of disharmony, if any, of the proposed structure with the existing age, bulk, architectural style, and quality of construction surrounding it.

Staff believes that the garage will not be in disharmony with the existing age, bulk, architectural style, and quality of the construction surrounding it as the garage will be moved only one parcel north from where it was built, and because it is a standard garage which will be re-sided upon being moved.

- 3. The structure will not substantially diminish or impair property values within the neighborhood.

Staff believes that the structure will not diminish or impair property values within the neighborhood as it is a standard garage which is being relocated one parcel north from where it currently sits, and it will be resided upon being moved.

Neighborhood Conditions and Nearby Land Uses

The property the garage is being moved from (901 1st Ave NW) is directly south of the property the garage is being moved to (903 1st Ave NW).

North: Residential properties zoned R1 Single Family Residential.

West: Chart Industries.

South: The new site of the garage will be north of an empty parcel that the applicant states will be used industrially, and then a singular residential property zoned R1 Single Family Residential.

East: Undevelopable floodplains.

Staff Comments

City Engineer Chris Knutson with SEH stated he does not have any concerns with the proposed relocation.

Community Development Director Ken Ondich noted that structures that are moved but not immediately put on a foundation can be a safety issue. He stated that a condition should be imposed, requiring that the garage must be barricaded off if it is moved but not yet put on its permanent foundation.

Building Official Scott Sasse stated that the garage will be subject to foundation permits and inspections. If it is heated, the insulation will be required to follow current building and energy code requirements. The electrical system will need to be inspected by the State, and any code deficiencies updated. New gas utility lines would be subject to permitting and air testing.

Electric Operations Supervisor Ken Zweber noted that the electricity for the garage currently comes from the house, and that the owner will be responsible for disconnecting this. The applicant stated that he may obtain a new electric service hookup for the garage rather than connecting it to the existing building, but this is not currently required by the City.

Public Works Director Matt Rynda noted that properties further north on 1st Ave NW and emergency services must be notified prior to the building being relocated due to the potential of the road being blocked, as it is a dead end road.

Chief of Police Tim Applen noted that there are no alternative points of access for the properties further north on 1st Ave NW, and that the move could potentially fully block off this access, posing a danger if there is an emergency. He also noted that cars occasionally park on the west side of 1st Ave NW.

Following staff comments, the following conditions have been proposed:

- If the garage is to be moved and not immediately placed on its permanent foundation, the garage must be placed on its permanent foundation within 30 days of being moved, and must be barricaded off with temporary fencing during this time.
- All properties and property owners that are north of 901/903 1st Ave NW, including Chart Industries, shall be notified at least 10 days in advance of the period of time the structure will be relocated and access along 1st Ave NW may be limited or blocked.
- The police department, fire department, and emergency medical services shall all be notified at least 10 days in advance of the period of time the structure will be relocated and access along 1st Ave NW may be limited or blocked.
- 3 days prior to the relocating of the structure, temporary no parking signs shall be put in the western and eastern right of ways of 1st Ave NW for the portion of the road that will be utilized for relocating the structure. These shall be removed following the relocating of the structure.

Utilities Notes

There are no overhead powerlines along the portion of 1st Ave NW where this structure relocation would take place.

There is a streetlight and transformer along the east right of way of the road, just at the southwest corner of 903 1st Ave NW. The applicant must be particularly careful of this when relocating the structure to avoid any unwarranted damage.

The garage is currently connected to electric. Upon being relocated, the applicant stated he plans to have electric and gas hooked up, with water roughed in on the new slab but potentially not connected immediately. As noted by Building Official Scott Sasse, all applicable permits must be obtained by the applicant.

Additional comments are noted above under staff comments.

WAC/SAC Fees

No water and sewer access charges will be due until water/sewer connection is made to the structure.

Screening Requirements

Because the property north of 903 1st Ave NW is residential, all regulations regarding screening for industrial uses abutting residential districts must be followed as they are outlined in Section 6.002 (B)(1) of the Unified Development Code. Upon any redevelopment of 901 1st Ave NW to an industrial use, screening must be provided on the south side of the property to screen it from the residential property located at 803 1st Ave NW.

FEMA Floodplain Information

This property contains FEMA Floodplains with a regulatory floodway and 100 year floodplain (Zone AE – teal color, red hatched where the floodway is, as seen on Attachment B) as mapped at approximately 960.1 feet, as seen on FEMA Map 27079C0087E effective 07/17/2024.

It is noted that there is some “Zone X” floodplain (orange color) on these parcels, which does not have an established base flood elevation. The Regulatory Flood Protection Elevation (RFPE) requires that the low elevation of the structure must not be lower than 1.5’ above the 100 year floodplain official, which requires that the structure may not be any lower than 961.6’.

Applicant’s Statement

Pat Sullivan with Paddy O’Properties, regarding why he wants to move the garage rather than keep it in place or build a new one on the 903 property, stated the following on August 11th:

The garage is a nice size and well built. I don’t want the possibility of it being destroyed when the house is burned down or demolished. The garage by itself limits what I can do with 901 so my initial thought was to sell it. However, looking at the entire property including 903, the garage would fit well on the north side of the fenced in area. I constantly have interim storage needs in the real estate business, which is what it is presently being used for. I have siding for the outside and have contractors already lined up to do the move, concrete work, rough-in plumbing, and finishing so the garage is presentable.

Criteria for Granting Conditional Use Permits

Section 3.002 (E) of the Unified Development Code states that the purpose of a Conditional Use Permit is to provide the City with a reasonable degree of discretion in determining the suitability of certain designated uses upon the general welfare, public health, and safety. In making the determination of whether or not the conditional use is to be allowed, the City may consider the nature of the adjoining land or buildings, the effect upon traffic into and from the premises, or on any adjoining roads, and all other or further factors as the City shall deem a prerequisite of consideration in determining the effect of the use on the general welfare, public health, and safety.

The applicant is requesting a Conditional Use Permit to allow for the relocating of a garage from 901 1st Ave NW to 903 1st Ave NW.

In granting a Conditional Use Permit, the City Council shall consider the advice and recommendations of the Planning Commission and the effect of the proposed use on the Comprehensive Plan and upon the health, safety, and general welfare of occupants of surrounding lands. Among other things, the City Council shall evaluate the criteria noted below. Staff has attempted to evaluate the established criteria for this specific request. Staff’s comments are highlighted below in yellow.

- A. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area.
 - i. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area because the existing garage will be moved north by one parcel and will be utilized for storage as it was before, except this time for industrial/commercial purposes.

- B. The use will be sufficiently compatible or separated by distance or screened from adjacent residentially zoned or used land so that existing homes will not be depreciated in value and there will be no deterrence to development of vacant land.

- i. The use will be sufficiently compatible or separated by distance or screened from adjacent residentially zoned or used land so that existing homes will not be depreciated in value and there will be no deterrence to development of vacant land because the garage will be moved to a site where exterior storage previously was, which is zoned industrially, screened by trees and distance from a residential property to the north, and because the land east of the garage is undevelopable due to floodplains.
- C. The structure and site shall have an appearance that will not have an adverse effect upon adjacent residential properties.
 - i. The structure and site shall have an appearance that will not have an adverse effect upon adjacent residential properties because the garage will only be moved north by one parcel and the site must meet all industrial screening requirements set forth within the Unified Development Code.
- D. The use, in the opinion of the City Council, is reasonably related to the overall needs of the City and to the existing land use.
 - i. The use is reasonably related to the overall needs of the City and to the existing land use because the garage is being moved to change from a residential use to an industrial use on land that was rezoned from R1 Single Family Residential to I1 Light Industrial and Business Park.
- E. The use is consistent with the purposes of the Unified Development Code and the purposes of the zoning district in which the applicant intends to locate the proposed use.
 - i. The use is consistent with the purposes of the Unified Development Code and the purposes of the zoning district in which the applicant intends to locate the proposed use because a garage used for storage is a permitted accessory use within the I1 Light Industrial and Business Park district.
- F. The use is not in conflict with the Comprehensive Plan of the City.
 - i. The use is not in conflict with the Comprehensive Plan of the City because the land is guided as Industrial.
- G. The use will not cause traffic hazard or congestion.
 - i. The use will not cause traffic hazard or congestion because the garage is moving one parcel north and will not see an increase of traffic, and the congestion that will be caused by moving the property will be communicated to surrounding property owners in advance and will be momentary.
- H. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided.
 - i. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided because the structure will require minimal utilities, access, and facilities beyond what it already utilizes.

Additional factors must also be considered by the Planning Commission and City Council regarding relocating structures, as outlined in the Unified Development Code Section 6.002 (G)(1)(e).

1. Whether the structure is in disharmony with the established or expected pattern or development in the neighborhood that it would destroy the overall appearance of the neighborhood.
 - i. The structure would not be in disharmony with the established or expected pattern or development in the neighborhood so to destroy the overall appearance of the neighborhood because it will only be moved one parcel north from where it currently sits and it is currently not at disharmony with the surrounding neighborhood.
 2. The extent of disharmony, if any, of the proposed structure with the existing age, bulk, architectural style, and quality of construction surrounding it.
 - i. The structure would not be in disharmony with the existing age, bulk, architectural style, and quality of construction surrounding it as the garage will be moved only one parcel north from where it was built, and because it is a standard garage which will be re-sided upon being moved.
 3. The structure will not substantially diminish or impair property values within the neighborhood.
 - i. The structure would not substantially diminish or impair property values within the neighborhood as it is a standard garage which is being relocated one parcel north from where it currently sits, and it will be re-sided upon being moved.
- I. Section 3.002 (E) (2) of the Unified Development Code states that conditions may be placed upon the approval as are considered necessary to protect the public health, safety, and welfare.
- a. The applicant must follow all requirements of the Building Official, Utilities Department, Public Works Department, and Police Department for moving of the structure.
 - b. This Conditional Use Permit is contingent on the minor subdivision A3-2026 to move the property line of the two affected properties. If the minor subdivision is not granted, a Variance will be required to execute this Conditional Use Permit due to the site of the garage no longer meeting the required rear setback. If the minor subdivision or Variance is not obtained within one calendar year, this Conditional Use Permit shall be revoked.
 - c. If the garage is to be moved and not immediately placed on its permanent foundation, the garage must be placed on its permanent foundation within 30 days of being moved, and must be barricaded off with temporary fencing during this time.
 - d. All properties and property owners that are north of 901/903 1st Ave NW, including Chart Industries, shall be notified by the applicant at least 10 days in advance of the period of time the structure will be relocated and access along 1st Ave NW may be limited or blocked.

- e. The Police Department, Fire Department, and Emergency Medical Services shall all be notified at least 10 days in advance of the period of time the structure will be relocated and access along 1st Ave NW may be limited or blocked.
- f. Three (3) days prior to the relocating of the structure, temporary no parking signs shall be put in the western and eastern right of ways of 1st Ave NW for the portion of the road that will be utilized for relocating the structure. These shall be removed following the relocating of the structure.
- g. This Conditional Use Permit is only valid for moving the existing 940 square feet detached garage that is currently located at 901 1st Ave NW to 903 1st Ave NW.
- h. All requirements of the Unified Development Code must be met, including Section 6.002 (G).
- i. Prior to being occupied, the structure must have its siding replaced, must meet Minnesota State Building Code Requirements, and must be approved by the City's Building Official.
- j. Any damage to the street or public utilities from the moving of the structure will be the responsibility of the applicant.

Staff Recommendation

Staff recommends **approval** of Conditional Use Permit #C3-2026 to allow for the relocation of a garage from 901 1st Ave NW to 903 1st Ave NW, as proposed by Paddy O'Properties, for the following reasons:

- A. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area because the existing garage will be moved north by one parcel and will be utilized for storage as it was before, except this time for industrial/commercial purposes.
- B. The use will be sufficiently compatible or separated by distance or screened from adjacent residentially zoned or used land so that existing homes will not be depreciated in value and there will be no deterrence to development of vacant land because the garage will be moved to a site where exterior storage previously was, which is zoned industrially, screened by trees and distance from a residential property to the north, and because the land east of the garage is undevelopable due to floodplains.
- C. The structure and site shall have an appearance that will not have an adverse effect upon adjacent residential properties because the garage will only be moved by one parcel and the site must meet all industrial screening requirements set forth within the Unified Development Code.
- D. The use is reasonably related to the overall needs of the City and to the existing land use because the garage is being moved to change from a residential use to an industrial use on land that was rezoned from R1 Single Family Residential to I1 Light Industrial and Business Parks.

- E. The use is consistent with the purposes of the Unified Development code and the purposes of the zoning district in which the applicant intends to locate the proposed use because a garage used for storage is a permitted accessory use within the I1 Light Industrial Business Park district.
- F. The use is not in conflict with the Comprehensive Plan of the City because the land is guided as Industrial.
- G. The use will not cause traffic hazard or congestion because the garage is moving one parcel north and will not see an increase of traffic, and the congestion that will be caused by moving the property will be communicated to surrounding property owners in advance and will momentary.
- H. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided because the structure will require minimal utilities, access, and facilities beyond what it already utilizes.
- I. The structure would not be in disharmony with the established or expected pattern or development in the neighborhood so to destroy the overall appearance of the neighborhood because it will only be moved one parcel north from where it currently sits and it is currently not at disharmony with the surrounding neighborhood.
- J. The structure would not be in disharmony with the existing age, bulk, architectural style, and quality of construction surrounding it as the garage will be moved only one parcel north from where it was built, and because it is a standard garage which will be re-sided upon being moved.
- K. The structure would not substantially diminish or impair property values within the neighborhood as it is a standard garage which is being relocated one parcel north from where it currently sits, and it will be re-sided upon being moved.

And with the following proposed conditions to protect the public health, safety, and welfare:

- a. The applicant must follow all requirements of the Building Official, Utilities Department, Public Works Department, and Police Department for moving of the structure.
- b. This Conditional Use Permit is contingent on the minor subdivision A3-2026 to move the property line of the two affected properties. If the minor subdivision is not granted, a Variance will be required to execute this Conditional Use Permit due to the site of the garage no longer meeting the required rear setback. If the minor subdivision or Variance is not obtained within one calendar year, this Conditional Use Permit shall be revoked.
- c. If the garage is to be moved and not immediately placed on its permanent foundation, the garage must be placed on its permanent foundation within 30 days of being moved, and must be barricaded off with temporary fencing during this time.

- d. All properties and property owners that are north of 901 1st Ave NW, including Chart Industries, shall be notified by the applicant at least 10 days in advance of the period of time the structure will be relocated and access along 1st Ave NW may be limited or blocked.
- e. The Police Department, Fire Department, and Emergency Medical Services shall all be notified at least 10 days in advance of the period of time the structure will be relocated and access along 1st Ave NW may be limited or blocked.
- f. Three (3) days prior to the relocating of the structure, temporary no parking signs shall be put in the western and eastern right of ways of 1st Ave NW for the portion of the road that will be utilized for relocating the structure. These shall be removed following the relocating of the structure.
- g. This Conditional Use Permit is only valid for moving the existing 940 square feet detached garage that is currently located at 901 1st Ave NW to 903 1st Ave Nw.
- h. All requirements of the Unified Development Code must be met, including Section 6.002 (G).
- i. Prior to being occupied, the structure must have its siding replaced, must meet Minnesota State Building Code Requirements, and must be approved by the City's Building Official.
- j. Any damage to the street or public utilities from the moving of the structure will be the responsibility of the applicant.

Attachments

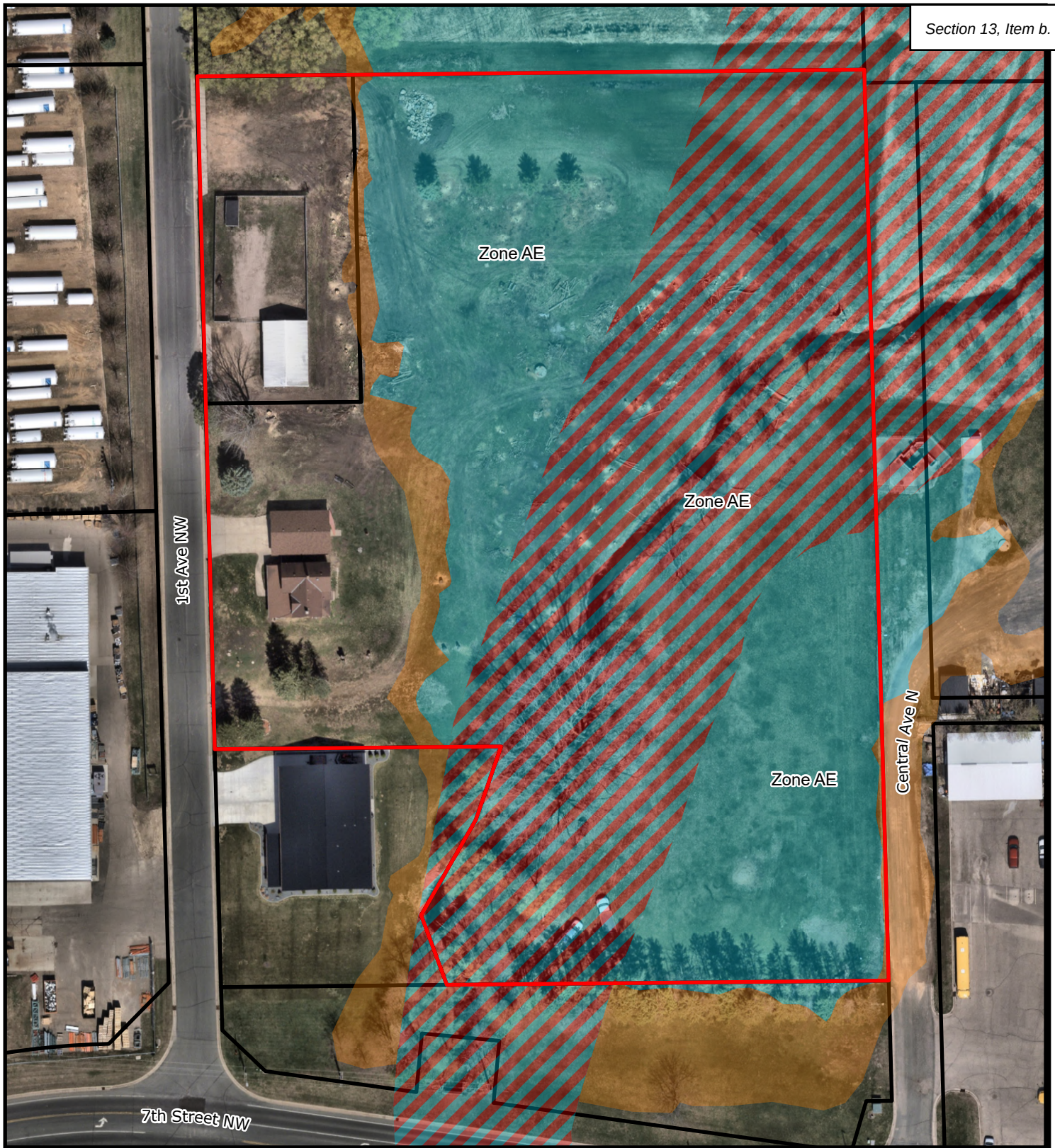
- A. Site Map Aerial – Dated 08/14/2026
- B. Site Map Flood Plains – Dated 08/14/2026
- C. Site Map Zoning Districts – Dated 08/14/2026
- D. Pictures of the Site – Dated 08/14/2026



CUP 3-2026
901 and 903 1st Ave NW



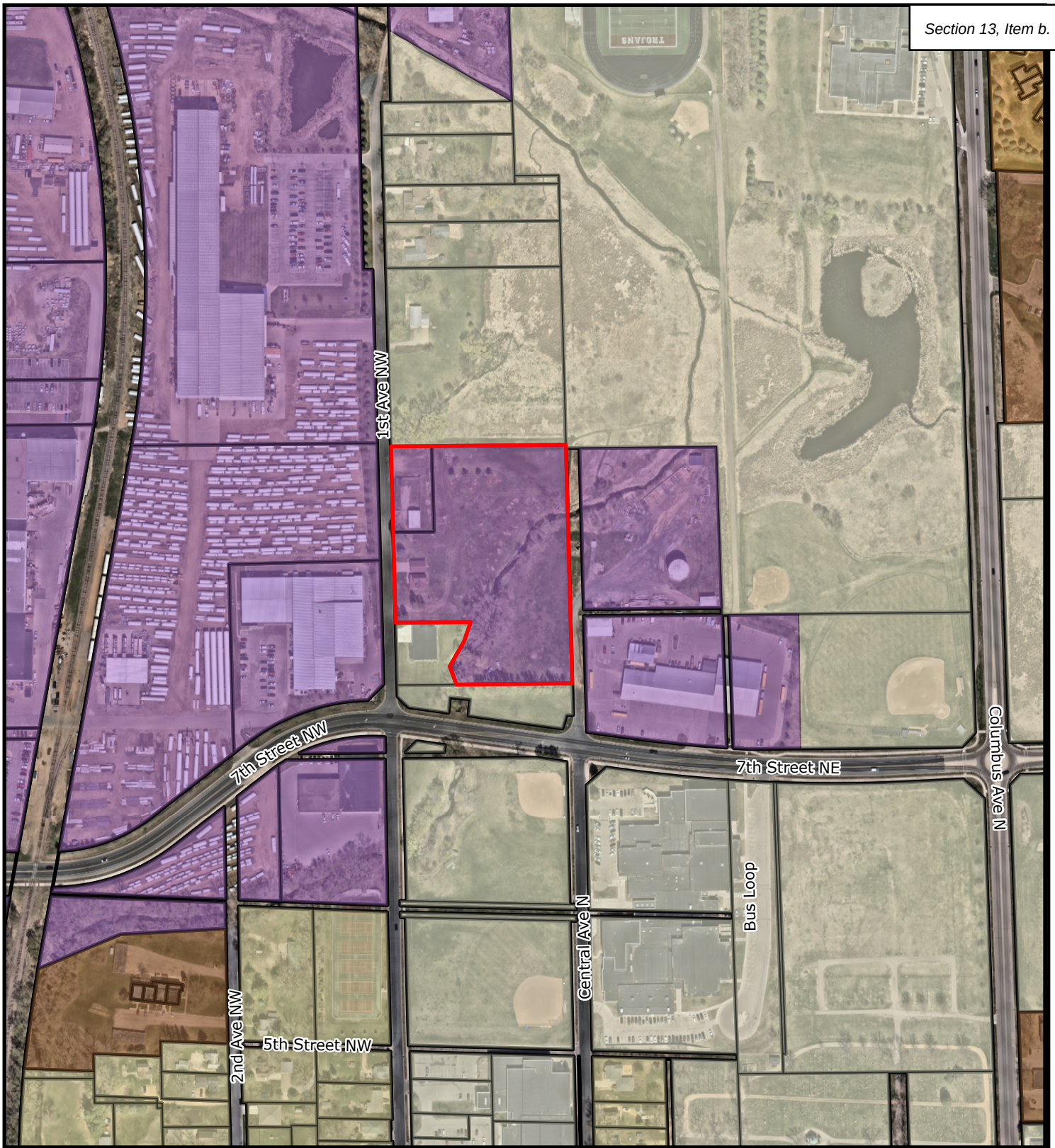
August 14, 2026.
New Prague Planning Department.
The City is not responsible for any inaccurate
damages arising from the use of this map. Disc
provided pursuant to Minnesota Statute 466.



CUP 3-2026
901 and 903 1st Ave NW



0 60 120 ft.



CUP 3-2026
901 and 903 1st Ave NW



0 235 470
ft.



Garage where it currently is on 901 1st Ave NW.



Garage where it currently is on 901 1st Ave NW.



Garage currently located at 903 1st Ave NW



View of both 903 and 901 1st Ave NW. Garage will go approximately where blue trailer currently is.



Looking north along 1st Ave NW



Looking south along 1st Ave NW



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: HONORABLE MAYOR AND CITY COUNCIL
CC: JOSHUA M. TETZLAFF, CITY ADMINISTRATOR
FROM: KEN ONDICH, COMMUNITY DEVELOPMENT DIRECTOR
EVAN C. GARIEPY, PLANNER
SUBJECT: PLANNING COMMISSION SUMMARY – REQUEST FOR CONDITIONAL
USE PERMIT #C4-2026 TO ALLOW FOR A SMALL ENGINE REPAIR SHOP
AND INTERIM USE PERMIT #I1-2026 TO ALLOW FOR EXTERIOR
STORAGE IN ASSOCIATION WITH A SMALL ENGINE REPAIR SHOP AT
401 MAIN ST W, AS PROPOSED BY JOHN LEMKE JR.
DATE: SEPTEMBER 17TH, 2026

Planning Commission Summary

The Planning Commission heard the above Conditional Use Permit (CUP) and Interim Use Permit (IUP) request at their September 16th meeting. The applicant, Mr. Lemke, is requesting the CUP and IUP to allow for a small engine repair shop with screened exterior storage at 401 Main St. W, which is the former site of a used car lot. The property is zoned West Downtown Overlay District.

The IUP proposes that the exterior storage must be discontinued or replaced with interior storage within a 3 year time period. Additional proposed conditions include requiring that the exterior storage is completely screened from public view by a 6-foot opaque fence or wall, and that the gravel parking lot is paved before July next year.

There were no comments received from the public during the public hearing.

The Planning Commission recommended approval of the Conditional Use Permit and Interim Use Permit request on a unanimous vote (4-0) based on the eight findings and nine conditions for the CUP and the nine findings and eight conditions for the IUP listed in the staff report and attached resolution.

Staff Recommendation

Staff recommends approval of the attached resolution “...Approving Conditional Use Permit #C4-202...and Interim Use Permit (#I1-2026)...”.

RESOLUTION #CC-26-09-21-04

**RESOLUTION OF THE NEW PRAGUE CITY COUNCIL APPROVING
CONDITIONAL USE PERMIT #C4-2026 TO ALLOW FOR A SMALL ENGINE
REPAIR SHOP AND INTERIM USE PERMIT #I1-2026 TO ALLOW FOR EXTERIOR
STORAGE IN ASSOCIATION WITH A SMALL ENGINE REPAIR SHOP AT 401
MAIN ST W, AS PROPOSED BY JOHN LEMKE JR.**

WHEREAS, John Lemke Jr., applicant, regarding the following real estate in the County of Scott County to wit:

Lot 1, Block 3, Modified Plat of that portion of Philipp’s Addition to Praha lying West of the Minneapolis and St. Louis Railroad, Scott County, Minnesota.

is requesting a Conditional Use Permit to allow for a small engine repair shop in the West Downtown Overlay District, and an Interim Use Permit to allow for exterior storage in association with a small engine repair shop; and,

WHEREAS, the New Prague Planning Commission has finished a review of the application and made a report pertaining to said request (#C4-2026 & #I1-2026), a copy of said report has been presented to the City Council; and,

WHEREAS, the New Prague Planning Commission on the 16th day of September, 2026, after due consideration of presented testimony and information, voted **unanimously (4-0)** to forward the matter to the City Council with a recommendation for approval; and,

WHEREAS, the New Prague City Council finds the following conditions for the Conditional Use Permit:

- A. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area because the use will have a minimal overall impact due to only having two full-time employees.
- B. The use will be sufficiently compatible or separated by distance or screened from adjacent residentially zoned or used land so that existing homes will not be depreciated in value and there will be no deterrence to development of vacant land because the property is only adjacent to a singular residential property, which is heavily screened by existing vegetation and will be screened by a 6’ tall privacy fence, and the property has been used for similar uses in the past without depreciation to the residential property.

- C. The structure and site shall have an appearance that will not have an adverse effect upon adjacent residential properties because the exterior of the property will be improved and retain largely the same appearance, whereas the current vacant building and property is slowly deteriorating.
- D. The use is reasonably related to the overall needs of the City and to the existing land use because minor automobile repair is a conditional use within the B-1 Central Business Zoning District and thus in the West Downtown Overlay District, and the proposed use is promoting redevelopment within the West Downtown Overlay District.
- E. The use is consistent with the purposes of the Unified Development Code and the purposes of the zoning district in which the applicant intends to locate the proposed use because minor automobile repair is a conditional use within the B-1 Central Business Zoning District and thus in the West Downtown Overlay District, and the proposed use is promoting redevelopment within the West Downtown Overlay District.
- F. The use is not in conflict with the Comprehensive Plan of the City because the site is guided as Downtown Flex.
- G. The use will not cause traffic hazard or congestion because the applicant stated the business will have a maximum of approximately 12 daily trips during seasonal peaks on weekdays at the business, which is a lower amount than this site has had in the past as a gas station or car dealership.
- H. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided because all of the following have already been provided to the site and the proposed uses will not require any additional facilities.

WHEREAS, the New Prague City Council approves the request for the Conditional Use Permit with the following conditions:

- a. This Conditional Use Permit shall be applicable for any expansions of the building within the area designated as exterior storage as a portion of the requirements of Interim Use Permit #I1-2026, without the amendment of this Conditional Use Permit being required.
- b. The applicant must surface the parking lot with concrete or bituminous prior to June 15th, 2027. Prior to the surfacing of the parking lot, only a temporary certificate of occupancy shall be issued by the City.
- c. Access to this site, and final approval of this Conditional Use Permit, must be approved by MnDOT as this site has direct access to Highway 13/19.

- d. All exterior improvements, including painting and other maintenance, must be completed prior to a temporary certificate of occupancy being issued.
- e. Repair work shall only be conducted within the building.
- f. The outdoor storage of items is only approved within the exterior storage area approved by IUP #I1-2026.
- g. The building must meet all requirements of the Minnesota State Building Code for the property use.
- h. The applicant shall reimburse the City for all fees and costs it incurs from processing, reviewing, and acting on the application approved herein, including but not necessarily limited to any fees charged by the city's professional consultants in accordance with established rates.
- i. The property shall be subject to all requirements of the New Prague City Code and shall otherwise comply with all applicable federal, state, and local laws, rules, and regulations.

WHEREAS, the New Prague City Council finds the following conditions for the Interim Use Permit:

- A. The proposed interim use will utilize property where it is not reasonable to utilize it in a manner provided for the City's Comprehensive Plan and Unified Development Code because the property is zoned West Downtown Overlay District, and the Unified Development Code states that interim use permits may be considered for uses not explicitly permitted in this overlay district.
- B. The proposed interim use is presently acceptable but, given anticipated development, will not be acceptable in the future because the proposed exterior storage will be screened as to obscure it from public view prior to the expansion of the building for interior storage.
- C. The proposed use will not hinder permanent development of the site because it will allow the applicant to utilize it for storage for a small engine repair shop prior to the expansion of the building for interior storage.
- D. The proposed use will not adversely impact implementation of the Comprehensive Plan for the area because the building being expanded will eliminate the interim use and make it wholly confirming with the Conditional Use Permit #C4-2026 granting the use at the site.
- E. The proposed use will not be injurious to the surrounding neighborhoods or otherwise harm the public health, safety, and welfare because the exterior storage will be screened by a 6-foot tall opaque privacy fence and locked so as to prevent view or access of the storage to the public.

- F. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area because the proposed exterior storage will not create an extra burden on any public facilities.
- G. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided because the exterior storage will not create an extra burden on any public facilities.
- H. The date or event that will terminate the use has been identified with certainty because the exterior storage must be discontinued before 3 years after the passing of this Interim Use Permit, or at the time the building is expanded to provide interior storage.
- I. The proposed exterior storage will not impose additional costs on the public if it is necessary for the public to take the property in the future.

WHEREAS, the New Prague City Council approves the request for the Interim Use Permit with the following conditions:

- i. This Interim Use Permit shall be contingent on Conditional Use Permit #C4-2026 permitting a small engine repair shop at this property.
- ii. There shall be a 6-foot tall opaque fence screening the exterior storage at all times it is under use. This fence shall be kept in reasonably good condition, as determined by the City. Any exterior access to this exterior storage shall be locked at all times.
- iii. Items that are stored externally may not be repaired while outside of the building so as to create noise, exhaust, or other potential nuisance to the public and the adjacent residential property.
- iv. This Interim Use Permit is specifically permitting exterior storage at the west side of the structure located at 401 Main Street west, that shall not extend further south towards the street then the principal building sits and shall not extend further west then the existing shed at the property.

NOW, THEREFORE BE IT RESOLVED, by the City Council of New Prague, Minnesota, that the request for Conditional Use Permit #C4-2026 to allow for a small engine repair shop and the request for Interim Use Permit #I1-2026 to allow for exterior storage in association with a small engine repair shop, as proposed by John Lemke Jr., is hereby **approved** based on the above findings.

This Conditional Use Permit and Interim Use Permit is approved, effective immediately upon its passage and without publication.

Passed this 21st day of September, 2026.

Charles L. Nickolay, Mayor

State of Minnesota)
)ss.
County of Scott & Le Sueur)

(CORPORATE ACKNOWLEDGMENT)

Subscribed and sworn before me, a Notary Public this _____ day of _____, 2026.

Notary Public

ATTEST: _____
Joshua M. Tetzlaff, City Administrator

State of Minnesota)
)ss.
County of Scott & Le Sueur)

(CORPORATE ACKNOWLEDGMENT)

Subscribed and sworn before me, a Notary Public this _____ day of _____, 2026.

Notary Public

THIS INSTRUMENT DRAFTED BY:
Evan C. Gariepy
City of New Prague
118 Central Ave. N.
New Prague, MN 56071
(952) 758-4401



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: PLANNING COMMISSION

FROM: EVAN C. GARIEPY – PLANNER
KEN ONDICH – COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: REQUEST FOR CONDITIONAL USE PERMIT #C4-2026 TO ALLOW FOR A SMALL ENGINE REPAIR SHOP AND INTERIM USE PERMIT #I1-2026 TO ALLOW FOR EXTERIOR STORAGE IN ASSOCIATION WITH A SMALL ENGINE REPAIR SHOP AT 401 MAIN ST. W, AS PROPOSED BY JOHN LEMKE JR.

DATE: SEPTEMBER 9TH, 2026

Background / History

The applicant, John Lemke Jr., is applying for a Conditional Use Permit to allow for a small engine repair shop with exterior storage at 401 Main St W, at which snowmobile, lawnmower, ATV, and similar engines would be worked on. This property was formerly utilized as a used car lot under Conditional Use Permit #C3-2014, which operated from 2014 until June 2025. Since then, it has sat vacant. The parking lot pavement was completely removed in 2025 due to it being in poor condition and it has not yet been replaced.

While Small Engine Repair is not specifically listed as a permitted or conditional use, staff believes it is similar (and even less intensive) than minor automobile repair which is a conditional use within the West Downtown Overlay District (WDOD). Exterior storage is not a conditional nor permitted use in this district. Section 4.003 (J) (3) of the Unified Development Code clarifies that new uses that do not comply with the WDOD’s zoning standards may be allowed through an interim use permit. The applicant is proposing that the exterior storage at the site will be behind fencing, and will be eventually discontinued when the building is expanded to instead provide interior storage.

The applicant stated that the business would have a maximum shift of two full-time employees, and it would not feature retail. Customers would drop off equipment to be repaired, meaning that it would be a low traffic generator and would provide a use to an otherwise vacant site.

Legal Description

Lot 1, Block 3, Modified Plat of that portion of Philipp’s Addition to Praha lying West of the Minneapolis and St. Louis Railroad, Scott County, Minnesota.

Zoning – Small Engine Repair

The property is zoned West Downtown Overlay District. The purpose of this district is to shift development of properties in this overlay to be a mixed-use transition from downtown to nearby spaces that are compatible with the purposes of the B-1 Central Business Zoning District.

The proposed use of repairing small engines, such as those from lawnmowers and ATVs, is not specifically listed as a permitted or conditional use, however staff believes it is similar yet less intensive than what is classified as minor auto repair, which is a conditional use within the B-1 Zoning District and thus within the West Downtown Overlay District.

The UDC defines minor automobile repair as follows: The replacement of any part or repair of any part which does not require the removal of the engine head or pan, engine transmission or differential, and may include incidental body and fender work, minor painting, and upholstering service when said service above stated is applied to passenger automobiles and trucks not in excess of 12,000 pounds gross weight.

Section 3.002(E)(2) of the UDC allows for the City Council to consider a Conditional Use Permit for which a use is not specifically listed if, after careful review by the Planning Commission and City Council, it is found to otherwise meet the criteria for granting a conditional use within the affected district. It also allows the City Council to impose additional conditions to protect the best interests of the surrounding area or community as a whole.

Zoning – Exterior Storage & Screening

Exterior storage is also not a conditional nor permitted use within the West Downtown Overlay District. However, Section 4.003 (J) (3) of the UDC states the following regarding uses within this district:

Redevelopment of existing structures and uses. Redevelopment of properties within the West Downtown Overlay shall only be permitted if the property complies with the B-1 Zoning District land uses and performance standards unless an interim use permit shall be considered for a land use or variance for performance standards.

Thus, exterior storage may be evaluated as an interim use for this property as it is not as similar to an existing permitted or conditional use as small engine repair was to minor automotive repair.

Staff believes that allowing exterior storage as an interim use would promote the redevelopment of this site. Staff is proposing that a condition of the IUP requires that the exterior storage is removed within 3 years. The building may be expanded to provide interior storage, which would be permitted under the proposed CUP allowing for small engine repair at this site. This building expansion will require a Variance due to the dimensions of the property and placement of the existing building in relation to setbacks. If the building is not expanded to provide interior storage within this time frame, the exterior storage must be removed by this time period, or an amendment to the IUP to extend the time period may be considered. Upon expansion of the building, the exterior storage must be discontinued.

In the UDC, there are no specific performance standards regarding exterior storage within this context of a commercial property. However, Staff believes that the exterior storage should be kept highly screened from Main St. and the residential property to the north. The applicant proposes having a 6’ tall wooden privacy fence surrounding the exterior storage. Staff is in support of this, and recommends adding a condition requiring that this fence be 100% opaque and is well maintained. The area which is blocked by an existing wall may remain, as long as the exterior storage area is screened by a 6-foot tall opaque fence or wall at all times. Any exterior entrance/exit to this storage area must be locked at all times.

If there are garbage bins, dumpsters, or other refuse that is kept outside, it must be screened per Section 6.002 (B) of the Unified Development Code.

Neighborhood Conditions and Nearby Land Uses

- North:** One residential property that is zoned West Downtown Overlay District.
- South:** Main St., and then multiple businesses (Le Fete Royale, Skluzacek’s Quality Meats, etc.) zoned West Downtown Overlay District.
- East:** The Union Pacific Railroad, then the Rusty Spoke zoned West Downtown Overlay District.
- West:** Undevelopable floodplains, Philipp’s Park, Highway 21/4th Ave NW, then Kwik Trip zoned B3 Highway Commercial.

Parking and Parking Lot

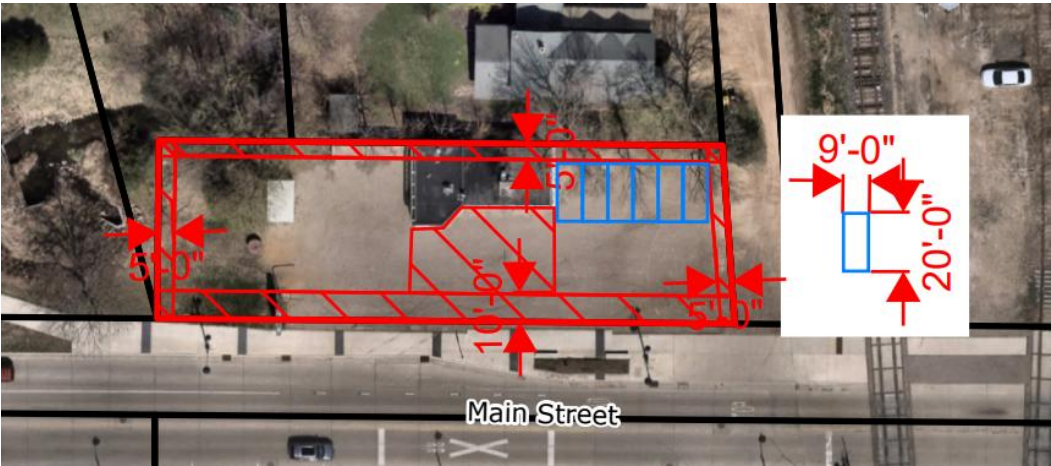
The business’ parking lot is currently gravel, with no striped parking spaces. Gravel lots are prohibited. In Conditional Use Permit C3-2014 permitting The Car Lot business, the site was required to have three striped parking spaces and to be surfaced with concrete or bituminous. However, this surfacing was removed in 2025 due to being in poor quality, and has not been replaced.

Due to the time of year potentially prohibiting immediate surfacing of the site, Staff is proposing a condition that the parking lot to be surfaced prior to June 15, 2027. Prior to the final surfacing

of the parking lot and striping the parking spaces, only a temporary certificate of occupancy may be issued by the Building Official.

The entire portion of the plot that was previously paved does not all need to be resurfaced, as the applicant will not be utilizing all of it for parking. Any portion of the lot that is utilized for parking, or as a drive aisle for cars, must be paved. The remainder of the lot may either be seeded/sodded or utilized for other landscaping. The applicant proposed surfacing all of what was previously surfaced, with the exception of the area of land proposed to be utilized for exterior storage.

The UDC does not have a set parking requirement for automobile repair businesses, at which point Staff may make a determination off of similar uses. With a total of 1,015 square feet, the determination for warehouse use (1 per 1,000 square feet) would only require 1 spot, and an office determination (1 per 300 square feet) would require 3 parking spots. The diagram below shows where parking may not be located per the UDC. The blue parking spots are shown as an example.



Due to the lack of street parking directly in front of the site and the large size of the property, Staff proposes requiring a minimum 4 off-street parking spaces. The applicant stated that the maximum shift will be two employees, and Staff believes that the two additional spaces will be sufficient for customers dropping off or picking up small engines and equipment.

All parking spaces shall be striped to the east or west of the building, rather than in front of the building against the sidewalk. Section 6.002 (I) (2) (c) (4) states that parking may not be located between the building and the street in the B-1 Central Business District, which the Western Downtown Overlay District must follow the design requirements of.

All parking must meet the dimensional requirements that are established in Section 6.002 (I) (2) in the UDC. Per this section, the parking to the east of the building must be 5 feet from the north property line. Any handicap parking must meet the State Building Code.

Building Exterior

Any changes to the exterior of the building must follow the Commercial Building Designs for the B-1 District, as outlined in Section 6.002 (R) of the UDC, as well as the Central Business District Design and Sign Guidelines. Any building permits that are required must be obtained from the Building Department.

The applicant proposed repainting the building dark gray, with blue accents. This would be permitted under the UDC’s guidelines. Any lighting added to the site must meet the UDC’s guidelines for glare and exterior lighting.

Regarding improvements to the building and site’s exterior, the applicant stated the following:
We also plan to clean up the property by removing existing weeds, overgrown shrubbery, and vegetation along the property lines [...] We plan to remove the existing abandoned light pole and upgrade the exterior lighting with modern, energy-efficient LED fixtures. We would also like to incorporate tasteful accent lighting beneath the building’s roof canopy to improve the appearance, visibility, and overall aesthetics of the property during evening hours.

Staff would recommend that all exterior improvements, including painting and other maintenance, be completed prior to a temporary certificate of occupancy being issued.

Signage

The existing sign on the property may be utilized and replaced, but may not be expanded without a permit. Any other signage on the property must meet all requirements of the Unified Development Guide, and obtain a permit if applicable.

Traffic and MnDOT Comments

The applicant stated that the business will be a low traffic generator, with approximately 4-8 vehicle trips on a typical weekday, with an estimated peak of 12 trips during seasonal busy periods. There would be no high-turnover retail, and no customer waiting area. Customers would drop off equipment, to be repaired and picked up at a later date, resulting in an overall low traffic business.

Staff does not have concerns with the traffic impacts of this proposed business.

Because the property has direct access to Main Street/HW 13/19, comment from MnDOT was solicited on August 25th. The following comments were received via e-mail on September 3rd from MnDOT. In summary, MnDOT has no objection to the proposed use(s) and will not require any changes to the existing driveway but that the applicant must submit a Highway Access Permit Application.

From: Piltaver, Angela (She/Her/Hers) (DOT) <angela.piltaver@state.mn.us>

Sent: Thursday, September 3, 2026 5:23 PM

Subject: Re: Proposed Change of Use Along HW 13/19 New Prague

Evan/Ken,

Good afternoon. I looked through the past correspondence and project information about this site and see that the highway project back in 2020 removed the westerly access as previously discussed with the city and property owner. I agree that the new use for this property will be less intense than the previous uses - a car dealership and a gas station. I also see that there are no other access opportunities to this property beyond the existing/remaining access on Hwy 19. With that said, MnDOT has no objection to the proposed Interim Use Permit, and we will not require any changes to the existing driveway (especially since it serves a residential unit in addition to the business that also has no alternatives for access).

We only ask that the property owner complete the attached Highway Access Permit Application so we can formally recognize and track the change of use from used auto sales to small engine repair. Once completed, the applicant can email the form to Steve Schoeb, who handles permit applications for the east side of District 7 (copied above).

Finally, the property owner will want to make sure that there are no encroachments in state highway right-of-way, including encroachments by vehicles and repaired items awaiting pickup.

Please let me know if you have any questions about this decision. If there are questions about filling out the permit application form for the change of use, the business owner may reach out directly to Steve Schoeb of our office.

Thank you and have a great weekend!

Best regards,

Angela Piltaver, AICP, LEED AP (she/her/hers)

Principal Planner | District 7 - Planning

WAC/SAC Fees

The City calculates WAC and SAC fees according to the MET Council's manual. Vehicle service businesses are charged 1 credit for every 2,250 square feet. The structure is 1,015 square feet, meaning that 0.45 credits are required.

The site holds 3.37 credits of WAC/SAC due to its past use as West End Pit Stop. Because of this, no WAC/SAC fees would be due for this property.

Small Engine Repair - John Lemke Jr. – C4-2026 & I1-2026
September 16th, 2026 Regular Planning Commission Meeting
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FEMA Floodplain Information

There is a Regulatory Floodway (teal striped with red), Zone AE Floodplain (teal), and Shaded Zone X Non-regulatory Floodplain (orange) in the western portion of this property, as shown in FEMA Map 27079C0087E effective 07/17/2024 and Attachment D. The Base Flood Elevation here is mapped at approximately 970.7'. The Regulatory Flood Protection Elevation is 1.5' above the 100-year floodplain, meaning that structures may not be constructed any lower than 972.2'.

Per Section 4.004 (D) (3) (b) & (e) of the Unified Development Code, no new structures may be constructed within the regulatory floodplain (teal striped with red). Fences that do not meet the definition of farm fence are also not permitted within the Regulatory Floodway or Zone AE Floodplain.

Notably, the northwestern corner of the proposed exterior storage is Shaded Zone X Non-regulatory Floodplain, which does not have an established base flood elevation and is classified as having a 0.2% annual flood risk. Per Section 4.004 (C) (1) of the UDC, the City's floodplain regulations do not impact this floodplain. However, the applicant should be cautious of building any structures within this area.

The northwesternmost corner of the proposed exterior storage, as mapped, encroaches upon the Zone AE Floodplain at this site. Construction of the proposed privacy fence is not permitted within the Regulatory Floodway or Zone AE Floodplain. The applicant must move the fence out of this flood zone, and should be cautious of constructing the fencing within the Zone X Non-regulatory Floodplain. The image below shows the site plan, overlaid with the satellite imagery and the FEMA Floodplain map. Though the structure does not align perfectly, the property lines of the site plan and the City's GIS information are lined up.



Staff Comments

The Public Works Department and Police Department were consulted, and neither had any concerns or comments.

Planning Staff believes that the proposed use at the site is reasonable, and would encourage redevelopment of the vacant site. With the IUP for the exterior storage being limited to 3 years, they will have limited time to establish the business and prepare for a permanent building addition in place of the temporary solution of the fenced in exterior storage area.

Applicant’s Statement

The applicant provided the following statement:

I believe that JLs Innovative Repair LLC is an excellent fit for 401 Main St W and that our proposed use represents a significant opportunity to improve a long-underutilized commercial property while providing a needed service to the New Prague community.

This property has a long history of commercial use, previously operating as a gas station and later as a used-car dealership. Today, the property shows the effects of years of limited use and deferred exterior maintenance. The paint is deteriorating and peeling, exterior lighting is minimal and outdated, vegetation and overgrowth need attention, and

several portions of the property no longer present the appearance that I believe a Main Street property in New Prague should have.

Our intention is to change that.

We are prepared to invest substantial time, labor, and money into improving this property. Our goal is not simply to make the building functional for our business; we want it to become a property that noticeably improves the appearance of the west end of Main Street. I want someone driving into New Prague to pass the property and think, “Wow, that looks great.” We plan to repaint and modernize the exterior, improve the lighting and signage, clean up the property lines and landscaping, make accessibility improvements, and continue maintaining the property to a high standard. We are proposing to take an existing commercial property in need of investment and give it a productive, professional, and attractive long-term use.

Interestingly, this was not a property that we initially sought out ourselves. As JLs began growing, multiple members of the New Prague community independently suggested this property to us and expressed that they believed it would be an ideal location for the business. These conversations are what initially led us to seriously consider 401 Main St W. When we approached the current property owner, who also owns and operates multiple businesses within New Prague, he shared the same belief that JLs would be a good fit for the property and ultimately agreed to sell it to us. To me, that reinforces that this location makes sense not only from our perspective, but also from the perspective of other people who live, work, own businesses, and invest in New Prague.

The location itself is particularly well suited for the type and scale of business we intend to operate. Our customers need an accessible location where small and compact repair items can be conveniently dropped off and picked up. The business is not intended to operate as a large-equipment or multi-technician repair facility, and our operations will be structured to prevent customer items, outdoor storage, or business activity from becoming an eyesore to the surrounding area.

Being directly on Main Street provides customers with convenient access and visibility while the property’s location towards the end of Main Street keeps the business outside of the more congested downtown area. It also allows customers to reach us without directing drop-off and pickup traffic into residential neighborhoods or requiring residents to travel outside of town for service.

There is also a demonstrated local demand for the services we provide. New Prague currently has limited options for this type of professional repair service within the city. One of the most common responses I have received from customers since starting JLs is how appreciative they are to have someone local who can service and repair their items.

Keeping these services in New Prague also keeps more economic activity within the community. Whenever practical, JLs purchases parts, materials, supplies, and

professional services from other New Prague businesses because I believe a successful local business should help create business for its neighbors as well.

Beyond the immediate economic benefit, one of my most important long-term goals for JLs is to provide opportunities for young people in New Prague who have an interest in mechanics and the skilled trades. As the business becomes established at this location, I would like to bring in a local student each year who has an interest in the mechanical field and give that student an opportunity to work alongside me, learn practical skills, understand the trade, and receive mentorship and guidance. The skilled trades gave me a career and eventually the opportunity to build this business, and I want JLs to provide that same exposure and opportunity to the next generation of young people in our community.

My family and I are New Prague residents. This is our community, and we have a personal interest in seeing both the business and the property succeed long term. I am not looking at 401 Main St W as simply a building to operate out of. I see an opportunity to take an aging and underutilized commercial property, make a substantial improvement to its appearance, provide a service New Prague residents are actively asking for, support other local businesses, create future employment and learning opportunities, and put the property back into productive use.

Our goal is for 401 Main St W to look better, be better maintained, and provide more value to the New Prague community because JLs is there.

Criteria for Granting Conditional Use Permits

Section 3.002 (E) of the Unified Development Code states that the purpose of a Conditional Use Permit is to provide the City with a reasonable degree of discretion in determining the suitability of certain designated uses upon the general welfare, public health, and safety. In making the determination of whether or not the conditional use is to be allowed, the City may consider the nature of the adjoining land or buildings, the effect upon traffic into and from the premises, or on any adjoining roads, and all other or further factors as the City shall deem a prerequisite of consideration in determining the effect of the use on the general welfare, public health, and safety.

The applicant is requesting a Conditional Use Permit to allow for a small engine repair shop to open at 401 Main St. W.

In granting a Conditional Use Permit, the City Council shall consider the advice and recommendations of the Planning Commission and the effect of the proposed use on the Comprehensive Plan and upon the health, safety, and general welfare of occupants of surrounding lands. Among other things, the City Council shall evaluate the criteria noted below. Staff has attempted to evaluate the established criteria for this specific request. Staff’s comments are highlighted below in yellow.

- A. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area.
 - i. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area because the use will have a minimal overall impact due to only having two full-time employees.
- B. The use will be sufficiently compatible or separated by distance or screened from adjacent residentially zoned or used land so that existing homes will not be depreciated in value and there will be no deterrence to development of vacant land.
 - i. The use will be sufficiently compatible or separated by distance or screened from adjacent residentially zoned or used land so that existing homes will not be depreciated in value and there will be no deterrence to development of vacant land because the property is only adjacent to a singular residential property, which is heavily screened by existing vegetation and will be screened by a 6' tall privacy fence, and the property has been used for similar uses in the past without depreciation to the residential property.
- C. The structure and site shall have an appearance that will not have an adverse effect upon adjacent residential properties.
 - i. The structure and site shall have an appearance that will not have an adverse effect upon adjacent residential properties because the exterior of the property will be improved and retain largely the same appearance, whereas the current vacant building and property is slowly deteriorating.
- D. The use, in the opinion of the City Council, is reasonably related to the overall needs of the City and to the existing land use.
 - i. The use is reasonably related to the overall needs of the City and to the existing land use because minor automobile repair is a conditional use within the B-1 Central Business Zoning District and thus in the West Downtown Overlay District, and the proposed use is promoting redevelopment within the West Downtown Overlay District.
- E. The use is consistent with the purposes of the Unified Development Code and the purposes of the zoning district in which the applicant intends to locate the proposed use.
 - i. The use is consistent with the purposes of the Unified Development Code and the purposes of the zoning district in which the applicant intends to locate the proposed use because minor automobile repair is a conditional use within the B-1 Central Business Zoning District and thus in the West Downtown Overlay District, and the proposed use is promoting redevelopment within the West Downtown Overlay District.
- F. The use is not in conflict with the Comprehensive Plan of the City.
 - i. The use is not in conflict with the Comprehensive Plan of the City because the site is guided as Downtown Flex.

- G. The use will not cause traffic hazard or congestion.
- i. The use will not cause traffic hazard or congestion because the applicant stated the business will have a maximum of approximately 12 daily trips during seasonal peaks on weekdays at the business, which is a lower amount than this site has had in the past as a gas station or car dealership.
- H. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided.
- i. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided because all of the following have already been provided to the site and the proposed use will not require any additional facilities.
- I. Section 3.002 (E) (2) of the Unified Development Code states that conditions may be placed upon the approval as are considered necessary to protect the public health, safety, and welfare.
- a. This Conditional Use Permit shall be applicable for any expansions of the building within the area designated as exterior storage as a portion of the requirements of Interim Use Permit I1-2026, without the amendment of this Conditional Use Permit being required.
 - b. The applicant must surface the parking lot with concrete or bituminous prior to June 15th, 2027. Prior to the surfacing of the parking lot, only a temporary certificate of occupancy shall be issued by the City.
 - c. Access to this site, and final approval of this Conditional Use Permit, must be approved by MnDOT as the site has direct access to Highway 13/19.
 - d. All exterior improvements, including painting and other maintenance, must be completed prior to a temporary certificate of occupancy being issued.
 - e. Repair work shall only be conducted within the building.
 - f. The outdoor storage of items is only approved within the exterior storage area approved by IUP I1-2026.
 - g. The building must meet all requirements of the Minnesota State Building Code for the property use.
 - h. The applicant shall reimburse the City for all fees and costs it incurs from processing, reviewing, and acting on the application approved herein, including but not necessarily limited to any fees charged by the City's professional consultants in accordance with established rates.
 - i. The property shall be subject to all requirements of the New Prague City Code and shall otherwise comply with all applicable federal, state, and local laws, rules, and regulations.

Criteria for Granting Interim Use Permits

Section 3.002 (F) of the Unified Development Code states that the City Council may consider an Interim Use Permit for a use which is not specifically listed in this Ordinance as an interim use within the affected district and may grant a permit provided that such interim use, after review by the Planning Commission and the City Council, is found to otherwise meet the criteria for granting an Interim Use Permit within the affected district.

The applicant is requesting an Interim Use Permit to allow for exterior storage at 401 Main St. W.

In granting an Interim Use Permit, the City Council shall consider the advice and recommendations of the Planning. Among other things, the City Council shall evaluate the criteria noted below. Staff has attempted to evaluate the established criteria for this specific request. Staff's comments are highlighted below in yellow.

- A. The proposed interim use will utilize property where it is not reasonable to utilize it in a manner provided for the City's Comprehensive Plan and Unified Development Code.
 - i. The proposed interim use will utilize property where it is not reasonable to utilize it in a manner provided for the City's Comprehensive Plan and Unified Development Code because this property is zoned West Downtown Overlay District, and the Unified Development Code states that interim use permits may be considered for uses not explicitly permitted in this overlay district.
- B. The proposed interim use is presently acceptable but, given anticipated development, will not be acceptable in the future.
 - i. The proposed interim use is presently acceptable but, given anticipated development, will not be acceptable in the future because the proposed exterior storage will be screened as to obscure it from public view prior to the expansion of the building for interior storage.
- C. The proposed use will not hinder permanent development of the site.
 - i. The proposed use will not hinder permanent development of the site because it will allow the applicant to utilize it for storage for a small engine repair shop prior to the expansion of the building for interior storage.
- D. The proposed use will not adversely impact implementation of the Comprehensive Plan for the area.
 - i. The proposed use will not adversely impact implementation of the Comprehensive Plan for the area because the building being expanded will eliminate the interim use and make it wholly confirming with the Conditional Use Permit #C4-2026 granting the use at the site.
- E. The proposed use will not be injurious to the surrounding neighborhoods or otherwise harm the public health, safety, and welfare.
 - i. The proposed use will not be injurious to the surrounding neighborhoods or otherwise harm the public health, safety, and welfare because the exterior storage will be screened by a 6-foot tall opaque privacy fence and locked so as to prevent view or access of the storage to the public.
- F. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area.

- i. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area because the proposed exterior storage will not create an extra burden on any public facilities.
- G. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided.
 - i. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided because the exterior storage will not create an extra burden on any public facilities.
- H. The date or event that will terminate the use has been identified with certainty.
 - i. The date or event that will terminate the use has been identified with certainty because the exterior storage must be discontinued before 3 years after the passing of this Interim Use Permit, or at the time the building is expanded to provide interior storage.
- I. Permission of the use will not impose additional costs on the public if it is necessary for the public to take the property in the future.
 - i. The proposed exterior storage will not impose additional costs on the public if it is necessary for the public to take the property in the future.

Section 3.002 (F) (2) of the Unified Development Code states that conditions shall be placed upon the approval as are considered necessary to protect the best interest of the surrounding area or the community as a whole:

- a. Except as otherwise authorized by this section, an interim use shall conform to this Ordinance as if it were established as a conditional use.
- b. The date or event that will terminate the interim use shall be identified with certainty. The City Council may require the applicant to deposit a cash amount with the City, or provide some other form of security, to ensure compliance.
- c. In the event of a public taking of property after the interim use is established, the property owner shall not be entitled to compensation for any increase in value attributable to the interim use.
- d. Other conditions as the City Council deem reasonable and necessary to protect the public interest and to ensure compliance with the standards of this Ordinance and policies of the Comprehensive Land Use Plan. This includes the following:
 - i. This Interim Use Permit shall be contingent on Conditional Use Permit #C4-2026 permitting a small engine repair shop at this property.
 - ii. There shall be a 6-foot tall opaque fence screening the exterior storage at all times it is under use. This fence shall be kept in reasonably good condition, as determined by the City. Any exterior access to this exterior storage shall be locked at all times.
 - iii. Items that are stored externally may not be repaired while outside of the building so as to create noise, exhaust, or other potential nuisance to the public and the adjacent residential property.
 - iv. This Interim Use Permit is specifically permitting exterior storage at the west side of the structure located at 401 Main Street West, that shall not

extend further south towards the street then the principal building sits and shall not extend further west then the existing shed at the property.

Staff Recommendation

Staff recommends **approval** of Conditional Use Permit #C4-2026 to allow for a small engine repair shop at 401 Main St W, as proposed by John Lemke Jr., for the following reasons:

- A. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area because the use will have a minimal overall impact due to only having two full-time employees.
- B. The use will be sufficiently compatible or separated by distance or screened from adjacent residentially zoned or used land so that existing homes will not be depreciated in value and there will be no deterrence to development of vacant land because the property is only adjacent to a singular residential property, which is heavily screened by existing vegetation and will be screened by a 6' tall privacy fence, and the property has been used for similar uses in the past without depreciation to the residential property.
- C. The structure and site shall have an appearance that will not have an adverse effect upon adjacent residential properties because the exterior of the property will be improved and retain largely the same appearance, whereas the current vacant building and property is slowly deteriorating.
- D. The use is reasonably related to the overall needs of the City and to the existing land use because minor automobile repair is a conditional use within the B-1 Central Business Zoning District and thus in the West Downtown Overlay District, and the proposed use is promoting redevelopment within the West Downtown Overlay District.
- E. The use is consistent with the purposes of the Unified Development Code and the purposes of the zoning district in which the applicant intends to locate the proposed use because minor automobile repair is a conditional use within the B-1 Central Business Zoning District and thus in the West Downtown Overlay District, and the proposed use is promoting redevelopment within the West Downtown Overlay District.
- F. The use is not in conflict with the Comprehensive Plan of the City because the site is guided as Downtown Flex.
- G. The use will not cause traffic hazard or congestion because the applicant stated the business will have a maximum of approximately 12 daily trips during seasonal peaks on weekdays at the business, which is a lower amount than this site has had in the past as a gas station or car dealership.
- H. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided because all of the following have already been provided to the site and the proposed use will not require any additional facilities.

And with the following conditions:

- a. This Conditional Use Permit shall be applicable for any expansions of the building within the area designated as exterior storage as a portion of the requirements of Interim Use Permit I1-2026, without the amendment of this Conditional Use Permit being required.
- b. The applicant must surface the parking lot with concrete or bituminous prior to June 15th, 2027. Prior to the surfacing of the parking lot, only a Temporary Certificate of Occupancy shall be issued by the City.
- c. Access to the site, and final approval of this Conditional Use Permit, must be approved by MnDOT as the site has direct access to Highway 13/19.
- d. All exterior improvements, including painting and other maintenance, must be completed prior to a temporary certificate of occupancy being issued.
- e. Repair work shall only be conducted within the building.
- f. The outdoor storage of items is only approved within the exterior storage area approved by IUP I1-2026.
- g. The building must meet all requirements of the Minnesota State Building Code for the property use.
- h. The applicant shall reimburse the City for all fees and costs it incurs from processing, reviewing, and acting on the application approved herein, including but not necessarily limited to any fees charged by the City's professional consultants in accordance with established rates.
- i. The property shall be subject to all requirements of the New Prague City Code and shall otherwise comply with all applicable federal, state, and local laws, rules, and regulations.

Staff recommends **approval** of Interim Use Permit #I1-2026 to allow for exterior storage in association with a small engine repair shop at 401 Main St W, as proposed by John Lemke Jr., for the following reasons:

- A. The proposed interim use will utilize property where it is not reasonable to utilize it in a manner provided for the City's Comprehensive Plan and Unified Development Code because this property is zoned West Downtown Overlay District, and the Unified Development Code states that interim use permits may be considered for uses not explicitly permitted in this overlay district.
- B. The proposed interim use is presently acceptable but, given anticipated development, will not be acceptable in the future because the proposed exterior storage will be screened as to obscure it from public view prior to the expansion of the building for interior storage.

- C. The proposed use will not hinder permanent development of the site because it will allow the applicant to utilize it for storage for a small engine repair shop prior to the expansion of the building for interior storage.
- D. The proposed use will not adversely impact implementation of the Comprehensive Plan for the area because the building being expanded will eliminate the interim use and make it wholly confirming with the Conditional Use Permit #C4-2026 granting the use at the site.
- E. The proposed use will not be injurious to the surrounding neighborhoods or otherwise harm the public health, safety, and welfare because the exterior storage will be screened by a 6-foot tall opaque privacy fence and locked so as to prevent view or access of the storage to the public.
- F. The use will not create an excessive burden on existing parks, schools, streets, and other public facilities which serve or are proposed to serve the area because the proposed exterior storage will not create an extra burden on any public facilities.
- G. Adequate utilities, access roads, drainage, and necessary facilities have been or will be provided because the exterior storage will not create an extra burden on any public facilities.
- H. The date or event that will terminate the use has been identified with certainty because the exterior storage must be discontinued before 3 years after the passing of this Interim Use Permit, or at the time the building is expanded to provide interior storage.
- I. The proposed exterior storage will not impose additional costs on the public if it is necessary for the public to take the property in the future.

And with the following conditions:

- a. Except as otherwise authorized by this section, an interim use shall conform to this Ordinance as if it were established as a conditional use.
- b. The date or event that will terminate the interim use shall be identified with certainty. The City Council may require the applicant to deposit a cash amount with the City, or provide some other form of security, to ensure compliance.
- c. In the event of a public taking of property after the interim use is established, the property owner shall not be entitled to compensation for any increase in value attributable to the interim use.
- d. Other conditions as the City Council deem reasonable and necessary to protect the public interest and to ensure compliance with the standards of this Ordinance and policies of the Comprehensive Land Use Plan. This includes the following:
 - i. This Interim Use Permit shall be contingent on Conditional Use Permit #C4-2026 permitting a small engine repair shop at this property.

- ii. There shall be a 6-foot tall opaque fence screening the exterior storage at all times it is under use. This fence shall be kept in reasonably good condition, as determined by the City. Any exterior access to this exterior storage shall be locked at all times.
- iii. Items that are stored externally may not be repaired while outside of the building so as to create noise, exhaust, or other potential nuisance to the public and the adjacent residential property.
- iv. This Interim Use Permit is specifically permitting exterior storage at the west side of the structure located at 401 Main Street West, that shall not extend further south towards the street than the principal building sits and shall not extend further west than the existing shed at the property.

Attachments

- A. Reference Map – Dated 08/25/2026
- B. Site Plans – Dated 08/10/2026
- C. Zoning Map – Dated 08/25/2026
- D. Flood Plain Map – Dated 08/25/2026
- E. Site Pictures – Dated 08/26/2026



CUP4-2026
401 Main St. W

0 55 110
ft.

August 25, 2026.
New Prague Planning Department.
The City is not responsible for any inaccuracies or
damages arising from the use of this map. Disclaimer
provided pursuant to Minnesota Statute 466.03 21.



18746 IVANHOE ST. NW
ELK RIVER, MN. 55330
612-810-9628

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.

Richard D. Storlien
Name: Richard D. Storlien
Reg. No. 21258
Date: 7/28/2026

8/10/26



TENANT REMODEL FOR:
401 MAIN ST.
NEW PRAGUE, MINNESOTA

ISSUE
JULY 28, 2026

REVISIONS
AUGUST 10, 2026

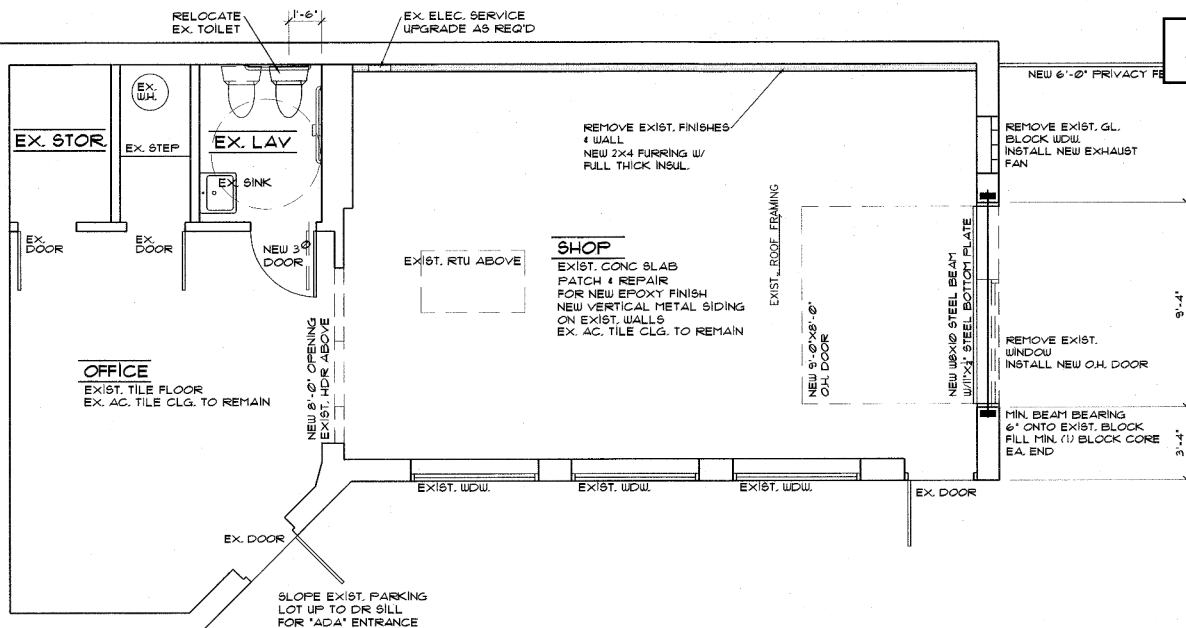
JOB #263106
SHEET #

A1

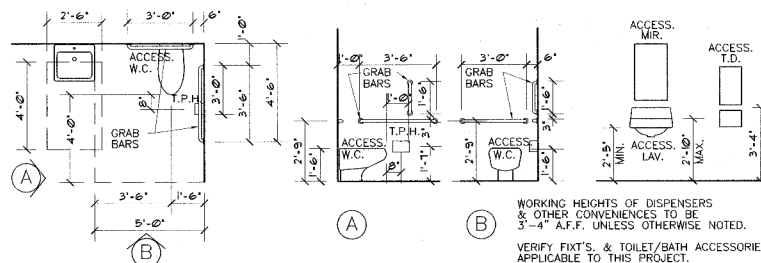
OR 234

EXIST. CMU WALL
REMOVE OR REPAIR

OUTDOOR STORAGE



1 FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"



WORKING HEIGHTS OF DISPENSERS
& OTHER CONVENIENCES TO BE
3'-4" A.F.F. UNLESS OTHERWISE NOTED.
VERIFY FIXT'S. & TOILET/BATH ACCESSORIES
APPLICABLE TO THIS PROJECT.

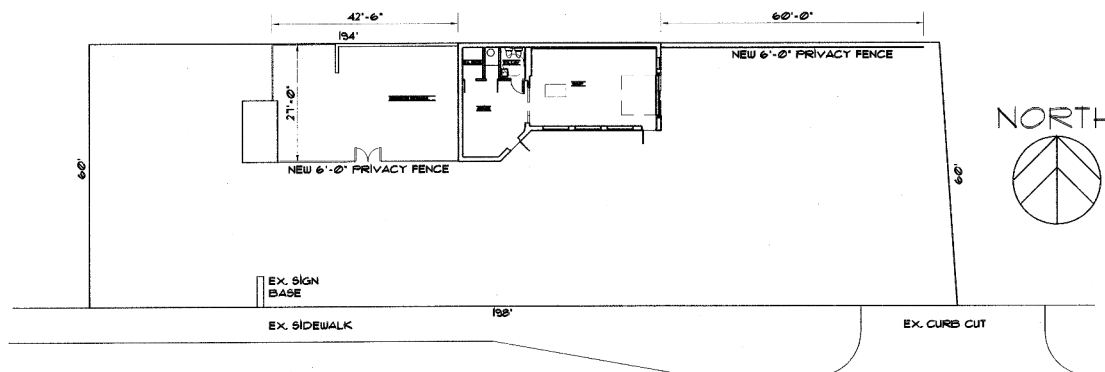
BUILDING CODE REVIEW

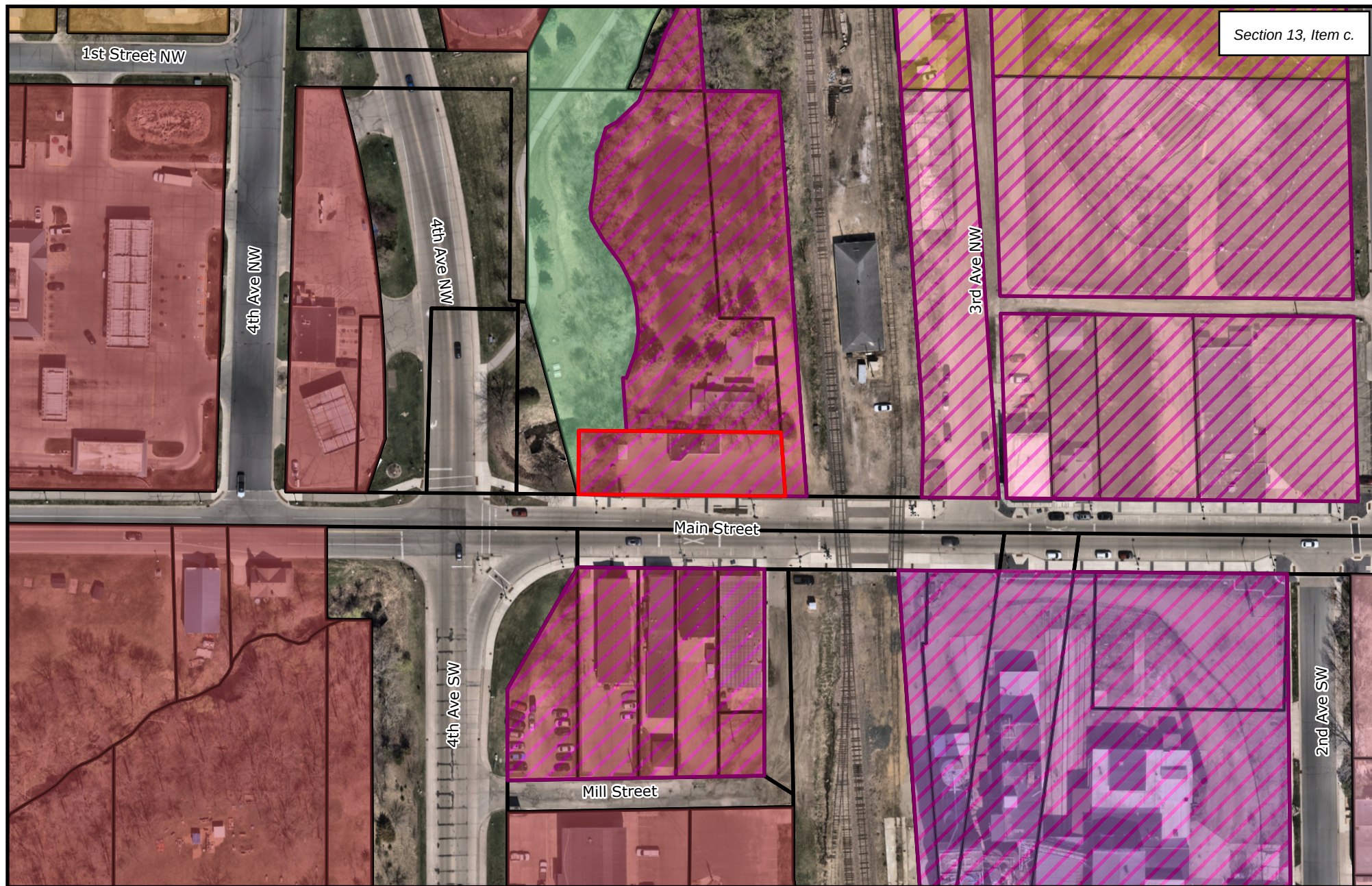
PROJECT IS TO CONVERT AUTO DEALERSHIP (B OCC.) TO SMALL
ENGINE REPAIR (S-1 OCC.)
NO FIRE SPRINKLER SYSTEM TO BE INSTALLED
BUILDING TYPE VB (CONCRETE & WOOD FRAME CONSTRUCTION)
TYPE S-1 OCCUPANCY W/ B (ACCESSORY)
BASE ALLOWABLE AREA = 3,000 SQ. FT.
BASE ALLOWABLE HEIGHT = 1 STORIES
BUILDING IS SINGLE TENANT
BUILDING NON SEPARATED OCCUPANCY
TOTAL BUILDING AREA (GROSS AREA) 1,015 SQ. FT.)
S-1 (SMALL ENGINE REPAIR AND STORAGE) 615 SQ. FT. / 1200 = 4 OCC.
B (OFFICE & COMMON) ACCESSORY TO S-1
400 SQ. FT. / 150 = 3 OCC.
TOTAL OCCUPANT LOAD = 7 OCC.
EXITS REQUIRED (1) (2) PROVIDED

PLUMBING FIXTURE COUNT

FIXTURE COUNT BASED ON S-1 OCCUPANCY
TOILETS REQ'D - 1 PER 100 OCCUPANTS
LAVS REQ'D - 1 PER 100 OCCUPANTS
TOILETS REQUIRED 7 OCC. / 100 = 1 TOILET
LAVS REQUIRED 7 / 100 = 1 LAV
TOILETS PROVIDED (1) TOILET AND
SINKS PROVIDED (1) SINK
SINGLE RESTROOM ALLOWED WITH LESS THAN
25 OCCUPANTS

2 SITE PLAN
SCALE: 1" = 30'-0"





CUP4-2026
401 Main St. W

0 87.5 175
ft.

August 25, 2026.
New Prague Planning Department.
The City is not responsible for any inaccuracies or
damages arising from the use of this map. Disclaimer
provided pursuant to Minnesota Statute 466.03 21.





401 Main St. W

0 12.5 25
ft.

August 25, 2026.
New Prague Planning Department.
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**Attachment E.
C4-11-2026**



Looking north at the site



Portion of site where exterior storage is proposed to go



West of the site



South of the site



East of the site



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: JOSHUA TETZLAFF, CITY ADMINISTRATOR
SUBJECT: LONG-RANGE FINANCIAL PLAN
DATE: SEPTEMBER 17, 2026

Earlier this year, the City Council contracted with Abdo to complete a long-range financial plan. This plan, using basic assumptions, would be a vision for how the City could fully fund its debt commitments and capital needs. Using basic growth, revenue, and expenditure assumptions, the attached plan from Abdo was presented at a Special City Council meeting on August 31st.

As a reminder, this does not lock the City Council into any one decision. It lays out a framework for how the City Council would be able to fund its equipment and capital needs, begin relying less on LGA, and continue to meet its current levels of service going into the future.

Since there have been no proposed updates or questions from the Council since the August 31st meeting, I would recommend to accept the Long-term Financial Plan from Abdo. The Council and staff are then able to use this document to guide budget decisions for this fall and the coming years.

Recommendation

Staff recommends acceptance of the Long-Range Financial Plan.

City of New Prague, Minnesota
2026 – 2030
Long Term Plan

August 31, 2026

Prepared by Abdo. LLP

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City of New Prague, Minnesota
2026 - 2030 Long Term Plan

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Introductory Section

City of New Prague, Minnesota
For years ended 2026 - 2030 Long Term Plan

August 31, 2026

City of New Prague, Minnesota
118 Central Ave N
New Prague, Minnesota

Introduction

We have prepared the attached 2026 – 2030 Long-Term Financial Plan for the City of New Prague, Minnesota. The long-term plan is intended to provide a comprehensive, forward-looking view of the City’s financial condition for fiscal years 2026 through 2030. The plan is designed to assist the City Council and management in evaluating financial trends, understanding the long-term implications of current policy decisions, and planning for the continued delivery of municipal services in a fiscally sustainable manner over the five-year planning horizon.

The Long-Term Financial Plan presents a consolidated view of the City’s operating results, cash balances, capital financing needs, and debt obligations during the 2026 – 2030 period. The projections are intended to provide a “big picture” perspective of the City’s financial position rather than a precise prediction of future results. Differences between projected and actual results will occur, sometimes materially, as events and circumstances frequently do not occur as expected, including changes in economic conditions, legislative actions, development activity, inflationary pressures, and other factors beyond the City’s control.

The projections included in this plan are based on financial data, assumptions, and inputs provided by management. We have not examined the projections and do not express an opinion or any other form of assurance on the accompanying schedules or underlying assumptions. Furthermore, we have no responsibility to update this report for events and circumstances occurring after the date of this report.

Approach and Methodology

The 2026 – 2030 Long-Term Financial Plan was developed using a structured forecasting methodology consistent with Abdo’s long-term planning practices for Minnesota local governments. The methodology emphasizes transparency, consistency with existing City financial policies, and alignment between operating, capital, and debt planning. The planning process incorporated the following key elements:

- Establishment of a baseline using the City’s most recent budget and historical financial trends.
- Application of management-provided assumptions for revenues, expenditures, capital activity, and financing throughout the 2026 – 2030 planning period.
- Projection of fund-level operating results and cash balances to evaluate liquidity, reserve adequacy, and long-term sustainability.
- Integration of planned capital activity and related financing to assess future debt service requirements and overall affordability.
- Evaluation of projected results relative to existing financial policies to identify potential structural imbalances, emerging risks, and long-term challenges.
- Includes General, special revenue, debt service, capital and enterprise funds.

The Long-Term Financial Plan is intended to function as a dynamic planning tool and should be updated periodically to reflect changes in financial performance, policy direction, or economic conditions.

Assumptions

The projections presented in the 2026 – 2030 Long-Term Financial Plan are based on assumptions provided by City management. These assumptions reflect current policies, known commitments, and management's expectations regarding future conditions over the ten-year planning horizon. The assumptions summarized below are intended to provide transparency regarding the basis of the projections.

- The projections assume continuation of the City's current form of government, service delivery structure, and organizational responsibilities throughout the 2026 – 2030 period.
- No significant changes to federal, state, or local laws affecting municipal finance are assumed unless already enacted.
- The projections assume no extraordinary events, such as natural disasters, major litigation, or emergency declarations, that would materially affect the City's financial position.
- Inflationary impacts are assumed to be gradual and consistent with recent historical trends rather than reflecting short-term volatility.

Revenue Assumptions

- Property tax revenues are projected in accordance with existing levy practices and assumptions. The projections do not assume changes to levy limits, voter-approved referenda, or significant shifts in tax policy unless explicitly included in the input data.
- Market value growth assumptions are based on recent trends and do not assume atypical appreciation or contraction in the local tax base. This includes the assumption of 36 new homes annually starting in 2027.
- State aid and other intergovernmental revenues, with the exception of local government aid, are projected based on current funding levels, without assuming future legislative enhancements or reductions. Due to the uncertainty of future LGA, it is projected to stay the same annually.

- Charges for services, licenses, permits, and other user-based revenues are projected using a 3% increase annually.
- Enterprise fund revenues are assumed to be sufficient (with planned annual rate increases) to support ongoing operations, debt service, and required reserves.
- One-time revenues, grants, or reimbursements are not assumed to recur beyond their known or budgeted availability periods.

Expenditure Assumptions

- Operating expenditures are projected to increase annually based on assumptions for inflation, contractual obligations, and service level requirements. (3% increase annually)
- Personnel-related expenditures are projected based on current staffing levels, benefit plans, and compensation structures, as well as an annual growth factor. (6% total increase annually)
- Departmental service levels are assumed to remain consistent with current practices, and no material changes to service delivery models are assumed unless specifically incorporated in the plan.
- No additional operating expenditures associated with new programs or initiatives are assumed unless explicitly included in the projections.

Capital Improvement Assumptions

- Capital expenditures are projected based on the City's planned capital improvement and equipment activity.
- The projections assume that capital projects occur as scheduled and at estimated costs, without significant delays or cost overruns.
- Routine capital maintenance is assumed to continue at levels sufficient to preserve existing infrastructure and facilities.
- No major unplanned capital projects are assumed beyond those included in the input data.

Debt and Financing Assumptions

- Debt service projections reflect existing outstanding obligations and anticipated future issuances required to support planned capital improvements.
- Interest rates, amortization schedules, and repayment structures are assumed to be consistent with standard municipal financing practices and current market conditions.
- The projections assume continued access to the municipal bond market on terms consistent with recent experience.
- Dedicated revenue sources are assumed to be sufficient to meet associated debt service obligations unless.

Fund Balance and Cash Flow Assumptions

- The projections assume the City will continue to manage fund balances and cash reserves in accordance with established financial policies.
- No extraordinary use of reserves is assumed.
- Interfund transfers are assumed to occur as planned and reflected in the projections, without additional reliance on operating fund subsidies.

Financial Goals

- Maintain structurally balanced operating budgets in which recurring revenues are sufficient to fund recurring expenditures.
- Preserve adequate cash reserves in accordance with the City's established financial policies.
- Plan for capital investments in a manner that balances pay-as-you-go financing with the prudent use of long-term debt.
- Utilize long-term financial planning as an ongoing management tool to support informed decision-making and long-term financial sustainability.
- Avoid significant levy fluctuations and maintain a levy aligned to the city's long-term vision



Financial Section

City of New Prague, MN
For Year End 2026 – 2030 Long Term Plan

Schedule of Annual Fund Cash Balances

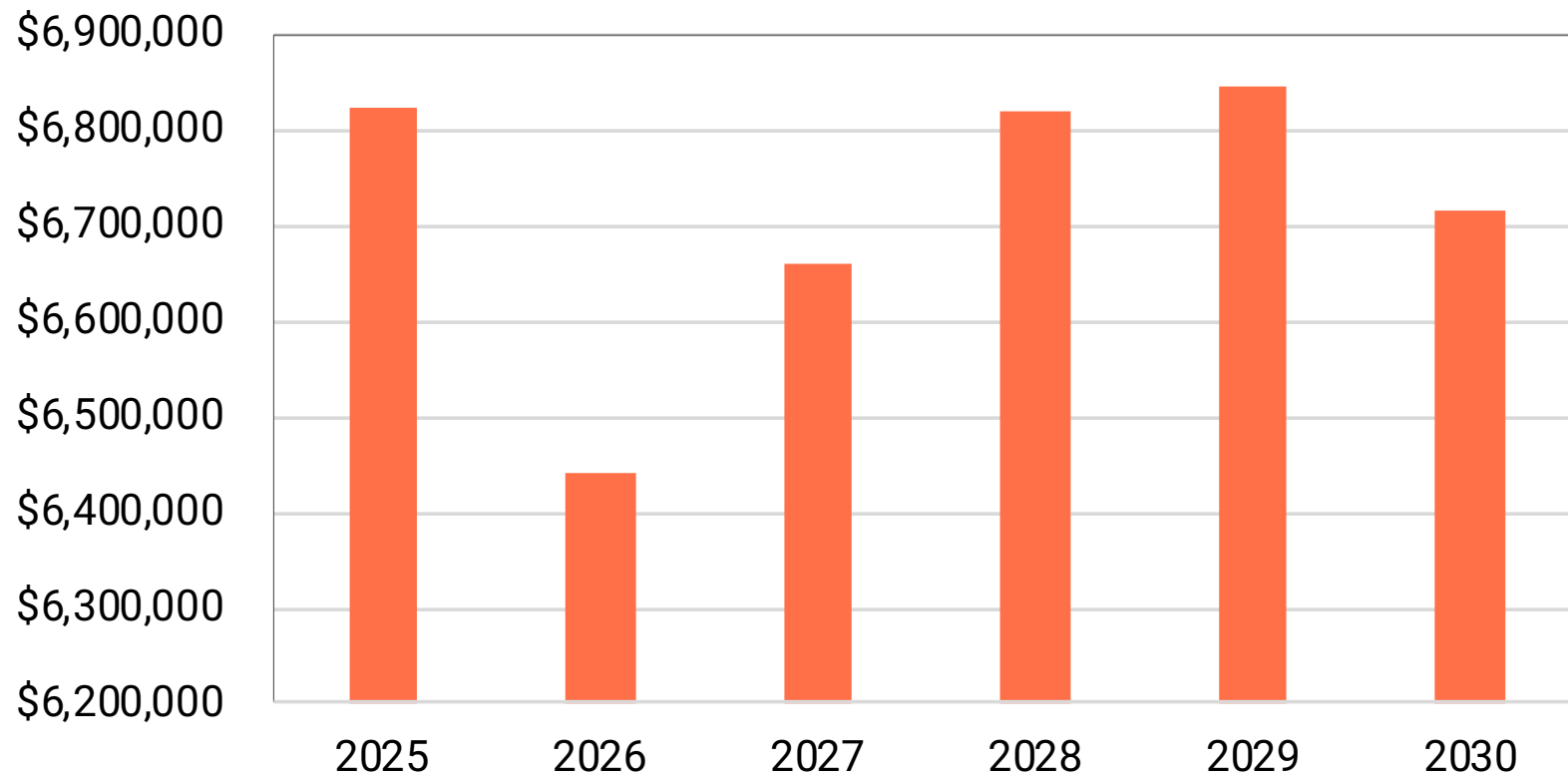
The Schedule of Annual Fund Cash Balances presents the City's liquidity position across the General, special revenue, debt service, and enterprise funds. Cash balances represent available financial resources after accounting for operating activity, capital expenditures, debt service requirements, and interfund transfers during the year. Maintaining adequate cash balances is a foundational component of the City's financial management framework, supporting day-to-day operations, timely debt service payments, and the execution of planned capital improvements without reliance on short-term borrowing. The long-term financial model incorporates actual cash balances for 2025, followed by estimated balances for 2026 through 2030.

General Fund Cash Balance Analysis

The General Fund is the City's primary operating fund and the most significant indicator of overall liquidity and financial flexibility. As of December 31, 2025, the General Fund reported an ending cash balance of approximately \$6.8 million. In 2026 - 2030, the General Fund cash balance is estimated to intentionally decrease to approximately \$6.0 million, representing a decrease of roughly \$800 thousand, or 11.7 percent, from 2025 ending balance. The decrease in General Fund reserves is planned to utilize levy and resources in capital funds. This reduction in reserves results from moving the capital purchases out of the General Fund budget and into the Capital Equipment or General Projects funds as deemed appropriate. Local government aid is also planned to be allocated to the Capital Equipment and General Projects funds in increasing 5% increments starting in 2028. The General fund budget moving forward will be primarily the general operating expenditures of the City.

Schedule of Annual Fund Cash Balances

General Fund Cash Balance 2025 (Actual) 2026-2030 (Estimated)



Special Revenue Funds Cash Balances

FINANCIAL

Section 14, Item a.

Special revenue fund cash balances remain steady throughout the plan due to the nature of the fund activity. Special revenue funds are resources restricted or committed and follow strict guidelines on allowance expenditures. Due to that, there is not a lot of planned fluctuation apart from a decrease in 2027, which is caused by the 2017 Small Cities Project fund anticipating utilization of its funds via a DEED program for the City Center.

Debt Service Funds Cash Balances

The City's debt service fund cash balances are projected to fluctuate over the planning period due to the timing of bond issuances, debt repayment schedules, and levy stabilization strategies. Cash balances increase significantly in 2026 as the City makes the initial transfers associated with the EDA Lease Revenue Bonds, Series 2025C. These upfront transfers were intentionally structured to reduce the initial debt service levy impact on taxpayers and provide greater flexibility in managing future debt payments. A substantial decrease in cash balances is anticipated in 2029 when the Series 2020A Refunding Bonds are retired and approximately \$1.1 million of excess cash is transferred to other funds for eligible purposes. This excess balance accumulated as a result of levies that continued to be collected at higher levels than ultimately required following the refunding. After 2029, Debt Service Fund cash balances are expected to remain relatively stable as the City continues its practice of issuing annual bonds for capital projects while carefully structuring debt repayments and levy requirements to maintain a consistent and predictable tax levy over time.

Capital Funds Cash Balances

The City's Capital Projects Fund cash balances are projected to decline significantly in 2026 as the remaining costs associated with the Police Facility Project are incurred and paid. This project represents a major one-time investment that falls outside the City's normal annual street and infrastructure improvement program. Following completion of the project, cash balances are expected to stabilize as the City continues its practice of planning for and financing routine capital equipment replacements and project needs on an ongoing basis. A key policy change implemented in 2026 was the decision to dedicate a portion of the property tax levy directly to the Capital Equipment fund and General Projects fund rather than through the General Fund. This approach allows equipment purchases and replacements to be funded directly from the Equipment fund and General Projects fund, enabling the General Fund to focus primarily on operating expenditures. In addition, the City plans to transfer a portion of excess cash balances from retired debt service funds to the General Projects Fund and Equipment Fund when available. This strategy provides an additional funding source during years with significant equipment replacement needs and helps maintain stable capital fund balances while reducing fluctuations in future property tax levies.

Schedule of Annual Fund Cash Balances

Enterprise fund cash balances represent available resources generated from user fees and charges and are used to support ongoing operations, debt service obligations, and planned capital reinvestment within the City's utility systems. Maintaining adequate cash balances in the enterprise funds is essential to ensuring stable operations, meeting financial covenant requirements, and supporting long-term infrastructure sustainability. While most enterprise funds maintain positive cash positions, planned equipment needs are projected to cause a cash deficit in the Golf fund in 2027. These negative cash balances are driven by the timing of significant capital expenses relative to the receipt of financing sources and other revenues.

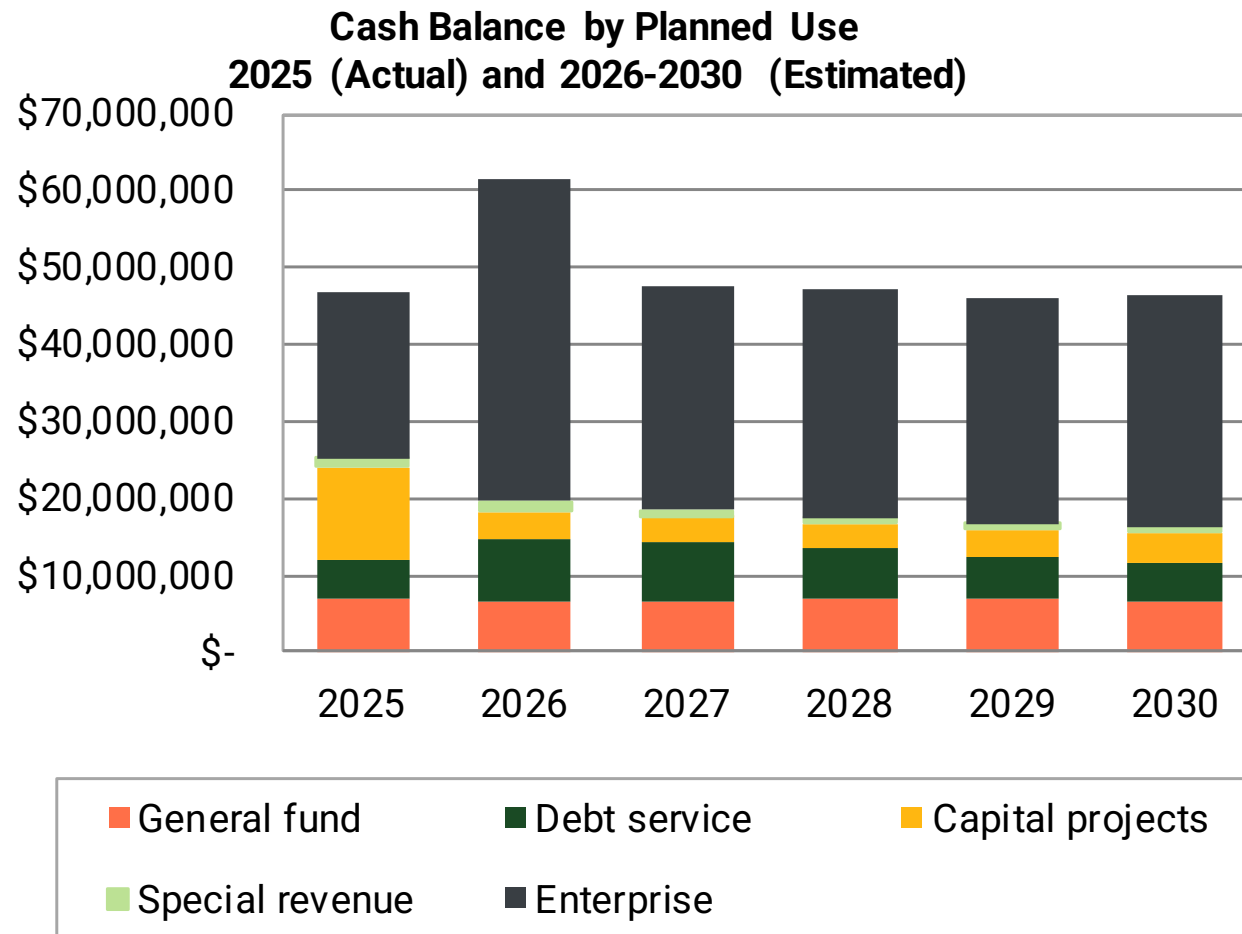
Schedule of Annual Fund Cash Balances

Summary and Key Observations

- 2025 reflects actual cash balances, establishing a reliable baseline for long-term projections.
- General Fund cash is planned to intentionally decrease as it focuses more on operational expenditures, rather than capital needs. The plan also includes allocation of local government aid to the Equipment and General Projects funds, where it had previously been allocated 100% to the General fund.
- General Fund cash as a percentage of expenditures declines from approximately 90 percent in 2025 to approximately 65 percent by 2030, reflecting more accurate levels as its focus shifts to primarily operating expenditures.
- Debt service funds maintain positive cash balances in all years presented, with several large excess cash balances being transferred to other funds upon retirement of debt.
- The Golf fund has planned capital expenses causing deficits to cash balances.

Overall, the Schedule of Annual Fund Cash Balances demonstrates that the City of New Prague maintains a strong and sustainable liquidity position. The combination of actual results from 2025 conservative long-term projections confirms that the City is well positioned to support ongoing operations, planned capital investments, and debt obligations while preserving prudent cash reserves throughout the planning horizon.

Schedule of Annual Fund Cash Balances



Property Taxes

Property Taxes

Property taxes represent the City's primary revenue source for governmental activities and provide funding for ongoing operations, debt service obligations, and capital investment. The City's property tax structure consists of three principal components: General Fund Levy, Debt Service Levy, and Capital Levy. Each component serves a distinct role within the City's long-term financial framework and is coordinated with expenditure growth, capital planning, and debt management to maintain fiscal stability and affordability. The long-term financial model incorporates actual property tax levies for 2025 -2026, followed by projected property tax levies for 2027 through 2030. This structure ensures that future projections are anchored in recent experience and reflect realistic assumptions regarding service demands, capital needs, and tax base conditions.

General Levy

The General Fund Levy supports the City's core governmental services, including public safety, public works, parks, administration, and other general operations. In 2025, General Fund property tax revenues were approximately \$4.2 million. In 2026 General Fund property tax revenues increased to approximately \$4.4 million, representing an increase of approximately \$200 thousand, or 4.7 percent, from the prior year. Given the transfer of capital expenditures to the capital funds, the overall General Fund expenditures and transfers out are expected to decrease approximately 5 percent for the 2027 General Fund budget. To sustain long-term balances, the General Fund Levy is projected to increase going into the 2027 budget year by approximately 5 percent. This increase in the General fund levy supports long-term personnel related increases over the course of the plan and beyond. The levy is increased each year to cover inflationary increases as well as the reduction of reliance on local government aid (LGA) that is being reduced by an additional 5 percent each year. This LGA 5 percent is being reallocated to the Capital Equipment and General Projects funds.

Debt Service Levy

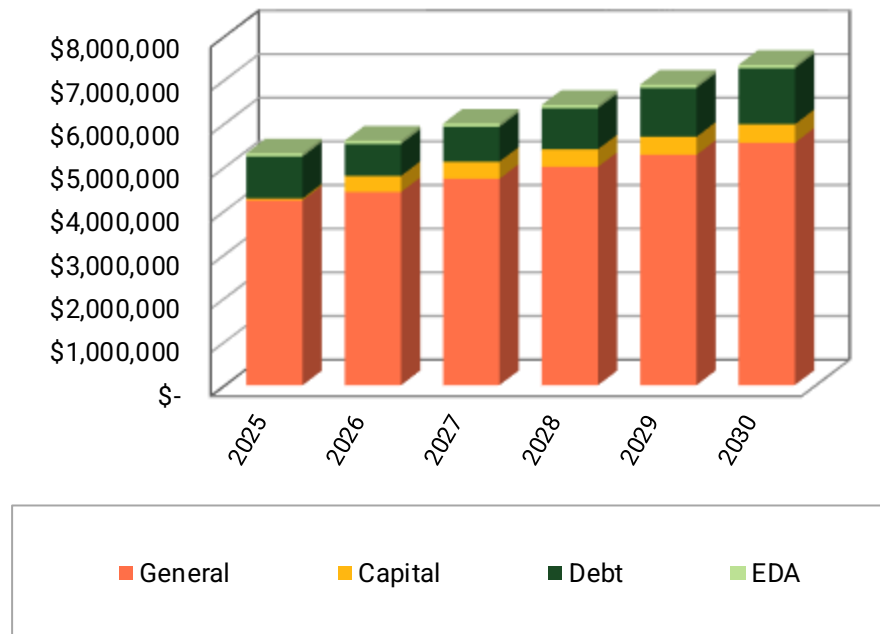
The Debt Service levy provides funding for principal and interest payments on the City's outstanding general obligation bonds. Debt service requirements vary by year based on the maturity schedules of individual bond issues. Four bond issues mature between 2026 and 2030, however with adding potential debt issues, overall debt service requirements range from approximately \$2.1 million to \$2.3 million annually. As the City issues debt, projected levies are included in the bond issue documents. Due to excess funds from capital projects, and refunding bond issues, the plan incorporates the additional resources to adjust planned levies to take advantage of opportunities to reduce levies throughout the remaining life of the bonds. These reductions have primarily been reallocated to the Capital Equipment and General Projects capital funds while considering the overall increase in the annual levy.

Capital Levy

The Capital Levy supports pay-as-you-go financing of capital equipment and capital projects. Capital levies are structured to accumulate resources over time and are applied strategically based on the timing, scope, and funding requirements of individual capital projects and equipment purchases. Beginning in 2026, the City levied approximately \$368 thousand for the capital funds. Primarily due to moving capital expenditures out of the General fund, the plan increases the total levy to the capital funds to \$433 thousand in 2027 and gradually increase the levy to approximately \$473 thousand in 2030, with the majority of the levy for the Capital Equipment fund.

Property Taxes

**Property Tax Levy - General, Debt Service, EDA and Capital
2025 (Actual) and 2026-2030 (Estimated)**



Aggregate Property Tax Trends

When combined, the General Levy, Debt Service Levy, and Capital Levy result in a total property tax levy that increases over the planning period to support service delivery, planned capital investment, and remaining debt obligations. The majority of long-term levy growth is attributable to the General and debt levies, reflecting ongoing service demands and inflationary cost pressures and the addition of the EDA Lease levy beginning in 2027. Capital Levies are increased based with the intent of keeping the overall levy increases to 6-7 percent increase throughout the plan. As debt service requirements end with bonds throughout plan, a portion of the remaining proceeds is transferred to the capital funds as well as a portion to another bond fund to subsidize reduced levies debt levies.

Property Taxes

Tax Capacity

Under Minnesota's property tax system, tax capacity represents the taxable base upon which local government levies are imposed. Tax capacity is calculated by applying statutory class rates to estimated market values and is further adjusted for valuation changes, new construction, fiscal disparities, tax increment financing, and other legislatively defined factors. As a result, tax capacity does not move in direct proportion to market value and may fluctuate based on both economic conditions and statutory changes. Trends in tax capacity are therefore a critical indicator of the City's long-term revenue-raising capacity and directly influence property tax rates and levy affordability. The long-term financial model incorporates actual tax capacity results for 2025 and 2026, followed by projected tax capacity for 2027 through 2030. The plan conservatively estimates increases in market value at 3 percent, along with increase in overall growth within the City of 36 new homes each year. In addition to the market value increase, the new growth adds an additional 1% tax capacity growth to the City.

Projected Tax Capacity and Tax Rate Trends: 2026–2030

Beginning in 2027, the City's adjusted net tax capacity is projected to grow steadily over the plan, reaching approximately \$14 million by 2030. This represents cumulative growth of roughly 16 percent over the four-year period, driven by continued residential development and moderate appreciation in existing properties. Over the same period, the total City levy tax capacity rate is projected to increase gradually, rising from approximately 45.95 percent in 2026 to 50.90 percent by 2030. The projected increase is driven primarily by growth in the General and Debt levies as the City funds operating services and debt service levies. The Capital levy remains a relatively small share of the total rate. The combination of rising adjusted net tax capacity and moderate tax rate increases provides a sustainable framework for the City's long-term financial plan to fund operational, debt, and capital plans.

Tax Rate Interpretation and Affordability

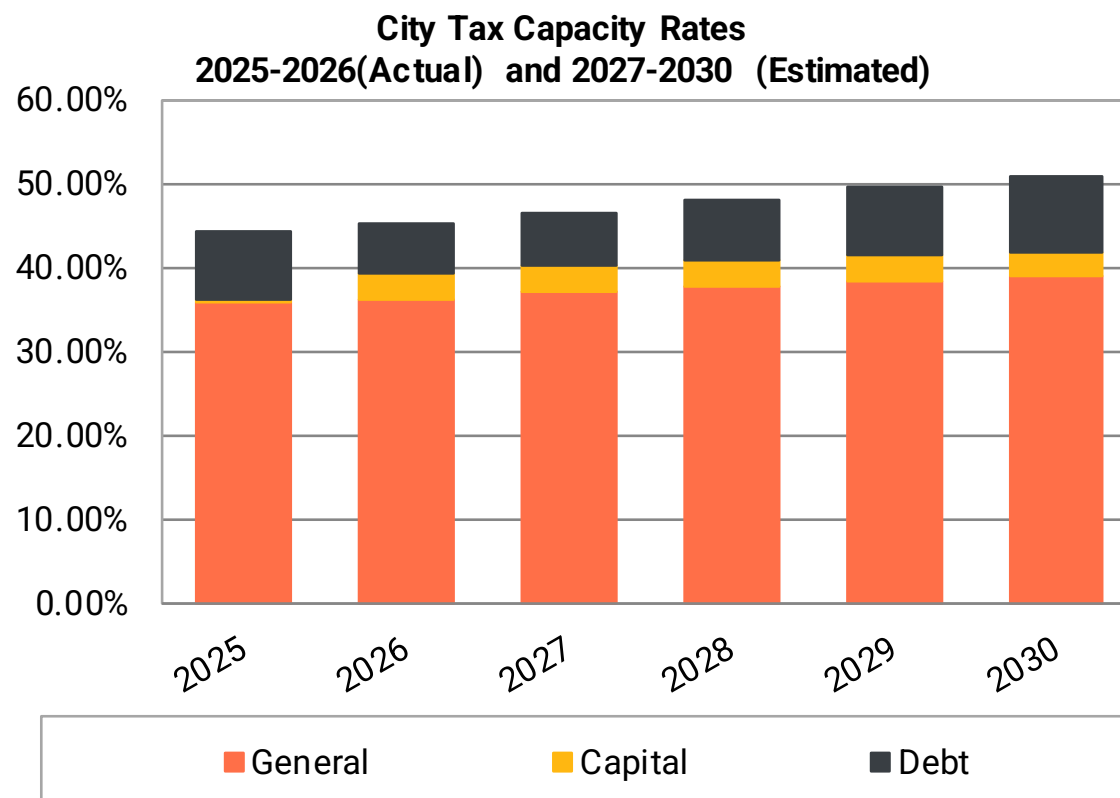
The City tax rate graph illustrates the combined effect of levy changes and tax capacity trends over time. While levy levels increase throughout the planning period, tax rate outcomes are moderated by the size and stability of the City's tax base and by conservative assumptions regarding valuation growth. Actual tax rate results from 2025 and 2026 provide a stable and reliable baseline for long-term projections. Despite the addition of the EDA lease bond levy in 2027, tax rate impacts remained manageable, reflecting the City's ability to utilize excess reserves in other funds to minimize overall impact to taxpayers. The tax rate does not exhibit sharp year-to-year volatility, even during periods of elevated capital investment. Tax rate trends should also be viewed in the context of the City's capital funding strategy. Increased reliance on capital levies and pay-as-you-go financing reduces future debt service obligations and long-term interest costs, helping to moderate tax rate growth over time.

Long-Term Tax Base Sustainability

While year-to-year fluctuations in tax capacity occur as a result of statutory class rates, market valuation adjustments, and assessment timing, the long-term financial model does not reflect a structural decline in tax capacity over the plan.

Property Taxes

Property Taxes



Annual Percentage Change in Total Levy and Tax Rate

The annual percentage change in the total tax levy illustrates the year-over-year growth rate of property tax revenues and highlights how levy increases respond to operating cost pressures, capital investment needs, and changes in debt service requirements rather than following a uniform annual pattern. The graph demonstrates that levy growth varies intentionally over time based on underlying cost drivers and financing priorities.

Following 2026, annual percentage changes in the total levy fluctuate based on the interaction of several factors. The approximate 7 percent increase in 2027 and 2028 are a result of potential new debt issuance for annual street improvement projects as well as to sustain the General fund balances. Overall, levy increases are phased and deliberate, avoiding sharp spikes that could create affordability concerns while ensuring revenue sufficiency over the long-term plan. This approach reflects a policy of aligning levy growth with recurring expenditure needs rather than using the levy to accumulate excess fund balance or address short-term cash timing variability. When evaluated alongside the City tax rate, the annual levy change demonstrates that property tax impacts are driven by policy-based decisions related to service levels, capital reinvestment, and debt management rather than instability in the tax base or structural financial imbalance. Although annual levy growth varies, tax rate impacts remain moderated through conservative forecasting, long-term planning, and a declining debt service component. Temporary variability in levy growth does not translate into disproportionate tax rate volatility, and long-term trends remain consistent with the City's financial policies and affordability objectives.

Relationship Between Levy Growth and Financial Policy

The City's long-term levy and tax rate projections reflect several key financial policy objectives, including:

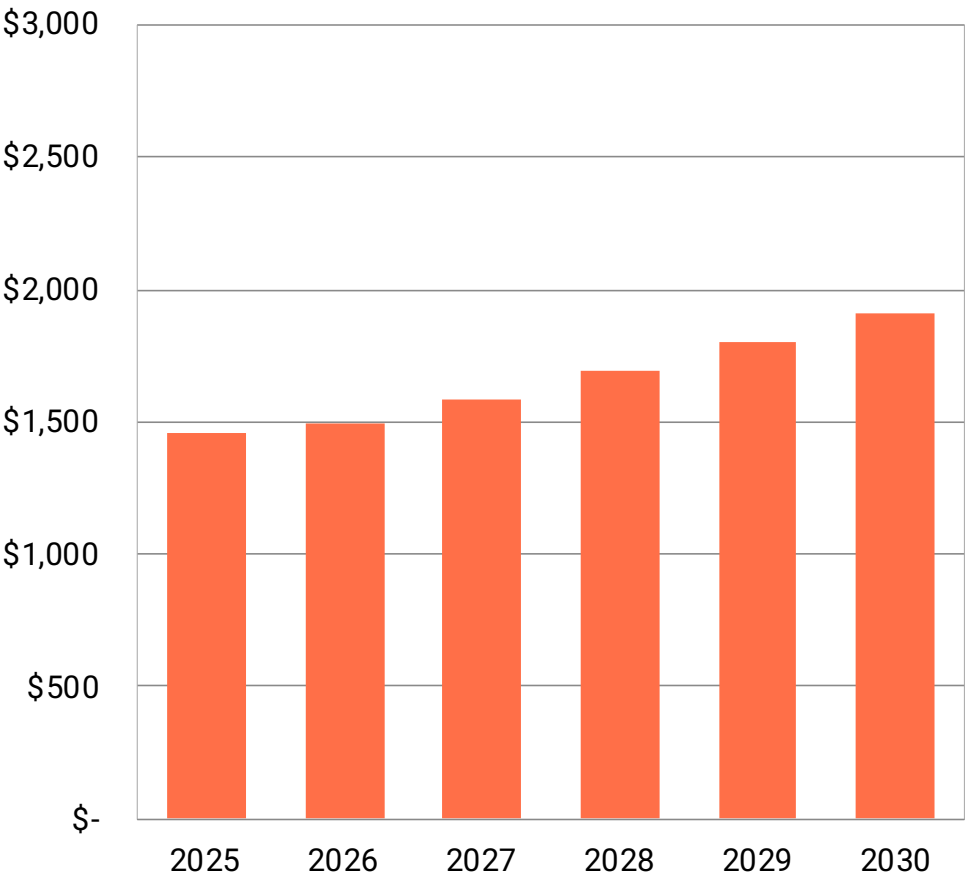
- Maintaining structurally balanced General Fund operations,
- Funding debt service obligations without creating cash deficits,
- Increasing pay-as-you-go capital financing as outstanding debt declines, and
- Avoiding sharp year-to-year tax rate volatility.

By integrating levy decisions with capital planning and debt management, the City preserves flexibility to respond to future service needs while maintaining transparency and predictability for taxpayers. This coordinated approach supports long-term financial sustainability and affordability within the City's overall financial framework.

Property Taxes

Property Taxes

Projected City Tax Impact
2025-2026 (Actual) 2027-2030 (Estimated)



Summary and Key Observations

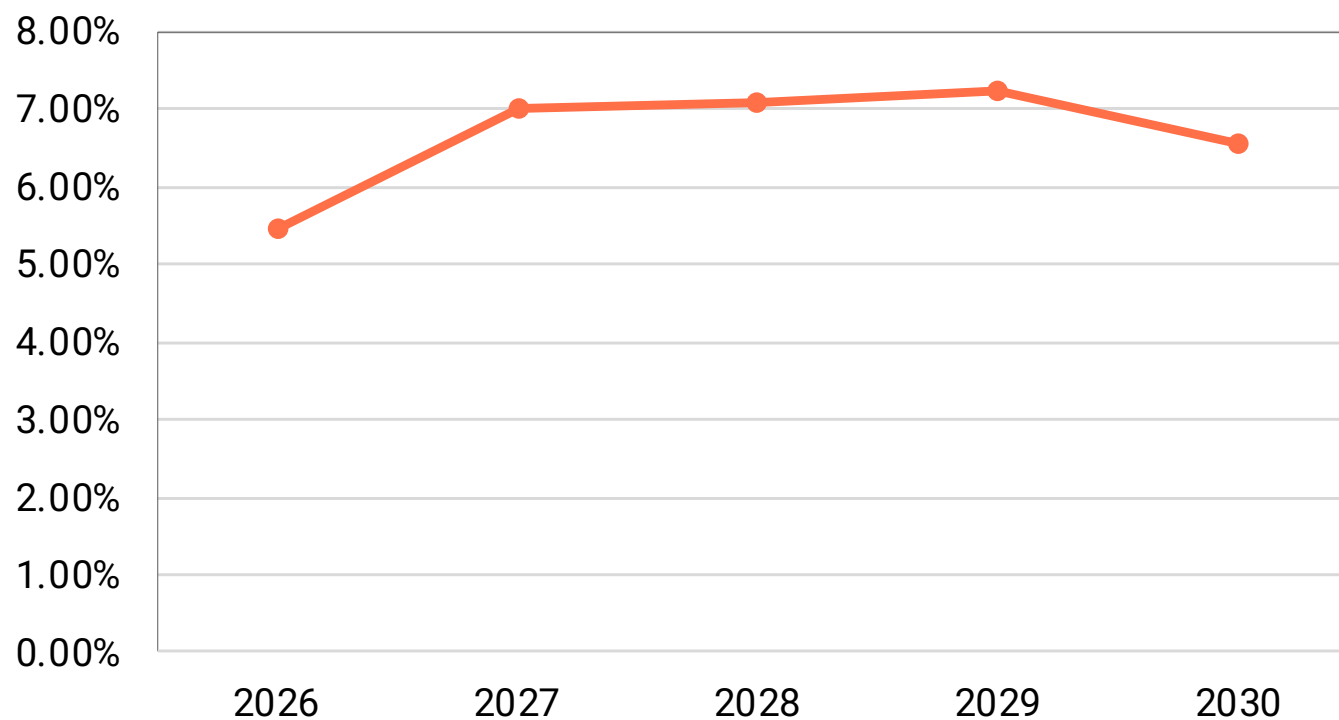
- 2025 and 2026 reflect actual levy, tax rate, and tax capacity outcomes, providing a reliable and validated baseline for long-term projections.
- The General Fund property tax levy increased by approximately \$1.2 million from 2026 to 2030, or 5-7 percent per year.
- Annual percentage changes in the total levy range from 5-7 percent by year based on operating needs, capital investment timing, and declining debt service requirements as bond issues mature.
- General fund reserves are reduced and increased in capital funds
- The City begins to have less operational reliance on Local Government Aid, and begins to allocate an increasing portion to capital purchase throughout the plan.
- Debt Service levies increase due to EDA lease bond levy and the addition of new debt during the plan. Management has developed a strategic plan to utilize excess funds in debt funds as debt service requirements are fulfilled.
- Capital Levies play an increasingly important role in funding the capital equipment and improvement plans and supporting a shift toward pay-as-you-go financing for capital equipment purchases. Capital equipment purchases are funded from the Capital Equipment fund and no longer from the General fund
- Over the long range plan, the City's tax capacity is supported by continued residential and incremental market value growth, although levy growth occurring against a constrained tax capacity base results in gradual upward pressure on tax capacity rates.
- Changes in tax rates are policy-driven and reflect deliberate levy decisions and capital investment priorities rather than erosion of the tax base or structural revenue imbalance.

Overall, the City's property tax structure reflects the long-term financial management plan. Actual results from 2025 and 2026, combined with conservative long-term projections, confirm that property tax levies are sufficient to support ongoing operations, planned capital investment, and debt obligations while maintaining flexibility to manage timing-related cash variability within capital funds. By phasing in levy increases over time, the City balances the need to fund essential services and infrastructure with the objective of maintaining stable, predictable, and manageable tax impacts for property owners throughout the planning horizon.

Property Taxes

Property Taxes

Annual % Change in Total Tax Levy



Outstanding Debt and Debt Balances

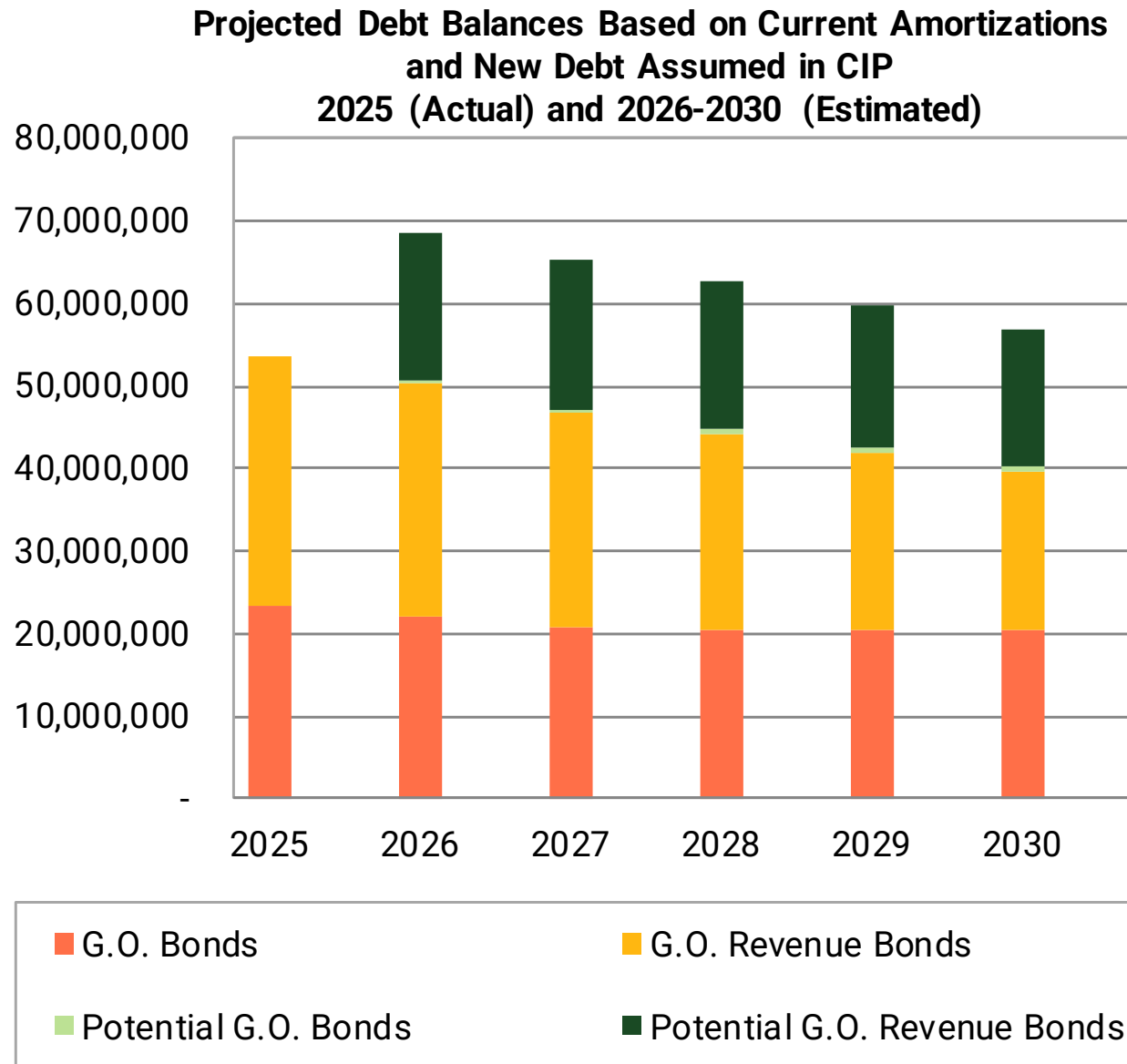
Outstanding debt is a key component of the City’s long-term financial structure and is used primarily to finance major capital improvements that provide long-term public benefit. The City utilizes general obligation bonds to fund infrastructure, facilities, parks, public safety, and other capital investments, with repayment supported by a combination of property tax levies and special assessments. Debt issuance and repayment are structured to align with the useful life of the financed assets while maintaining affordability within the City’s overall long-term financial framework. The long-term financial model incorporates actual outstanding debt balances for 2025, followed by projected debt balances for 2026 through 2030. This approach provides a clear view of the City’s evolving debt profile over the planning horizon and allows recent repayment experience to serve as a baseline for long-term affordability analysis.

Composition of Outstanding Debt

The City maintains multiple outstanding general obligation bonds issued between bond series 2011 through 2025, including improvement bonds, and revenue bonds (including Public Facilities Authority, PFA debt, and EDA lease bonds). These obligations are accounted for in separate debt service funds and are supported by dedicated revenue sources, primarily property tax levies, supplemented by special assessments. The City’s outstanding debt structure reflects a diversified mix of issuance purposes and repayment sources, consistent with long-term planning objectives. In 2026, the City anticipates issuing General Obligation Bonds, Series 2026A and 2026B, to support general street projects, golf equipment, and a large electric utility infrastructure project. These issuances are reflected in the outstanding debt schedules and were incorporated into the long-term financial model as part of the City’s planned capital financing strategy.

Outstanding
Debt and
Debt
Balances

Outstanding Debt and Debt Balances



Debt Repayment Trends and Declining Balances

The City of New Prague continues to carry a significant debt burden as part of its long-term strategy of financing major infrastructure and community improvement projects through regular bond issuances. Outstanding debt balances are projected to increase from approximately \$53 million in 2025 to nearly \$68 million in 2026, driven primarily by the issuance of an estimated \$16.8 million bond to support a major electric infrastructure project. Following this peak, total outstanding debt is expected to decline steadily as principal payments are made and existing obligations mature, reaching approximately \$57 million by 2030. While annual borrowing has been an important tool for funding capital improvements, the City's long-term projections demonstrate a commitment to gradually reducing debt levels over time while continuing to invest in critical infrastructure that supports future growth and service reliability.

Debt Service Funding and Cash Coverage

Debt service payments are funded primarily through dedicated property tax levies, supplemented by special assessments. Debt service fund cash balances fluctuate throughout the planning period based on the timing of bond maturities and scheduled principal and interest payments. However, cash balances within debt service funds remain positive in all years presented. Several debt service funds will have large excess cash balances at time of debt retirement, which will be moved to other debt service funds, the general projects fund, or the equipment fund to help stabilize levy fluctuations. The long-term model does not project any negative debt service fund cash balances at any point during the planning horizon.

Long-Term Debt Affordability

The long-term financial model demonstrates that existing and planned debt obligations can be met without creating structural imbalances, negative cash positions, or unsustainable property tax increases. By maintaining a disciplined approach to debt issuance and repayment, the City ensures that debt remains an effective financing tool rather than a long-term burden on taxpayers. The model supports the conclusion that the City's current and projected debt levels are consistent with long-term financial sustainability and affordability objectives.

Key Observations

- Debt levels remain significant due to the City's continued use of bonding to finance major improvement projects
- The 2026 increase is notable, with outstanding debt projected to rise from approximately \$53 million in 2025 to \$68 million in 2026, primarily because of the planned \$16.8 million electric infrastructure bond.
- Bonding appears to be an ongoing capital financing strategy, rather than a one-time event, as the City has been issuing debt nearly annually for improvement projects.
- The City is balancing infrastructure investment with long-term repayment, using debt to fund necessary capital needs while maintaining a projected downward trend after the 2026 peak.

Capital Expenditures

Capital expenditures represent investments in infrastructure, facilities, equipment, and other long-lived assets necessary to maintain service levels, address asset replacement needs, and support the long-term functionality of the City. The City's capital program reflects a multi-year approach that integrates recent actual spending with projected future investment needs while maintaining alignment with available financial resources and long-term affordability objectives. The long-term financial model incorporates actual capital expenditures for 2025 followed by estimated capital expenditures for 2026 through 2030.

Actual Capital Expenditures: 2025

Actual capital expenditures in 2025 reflect the implementation of projects approved through the City's capital improvement planning process. Capital spending during this year demonstrates the City's ability to deliver significant infrastructure investment while maintaining overall financial stability. Consistent with previous City practice, the General Fund incurred capital outlay during the year for items not falling under the umbrella of a large project. This approach will change starting in 2027, as the City moves to having capital costs paid primarily from the Equipment and General Projects funds, in addition to individual project funds. Capital expenditures in the actual year were within the general, capital project funds and enterprise funds and were supported by a combination of property tax-supported capital levies, bond proceeds, interfund transfers, special assessments where applicable, and user revenues.

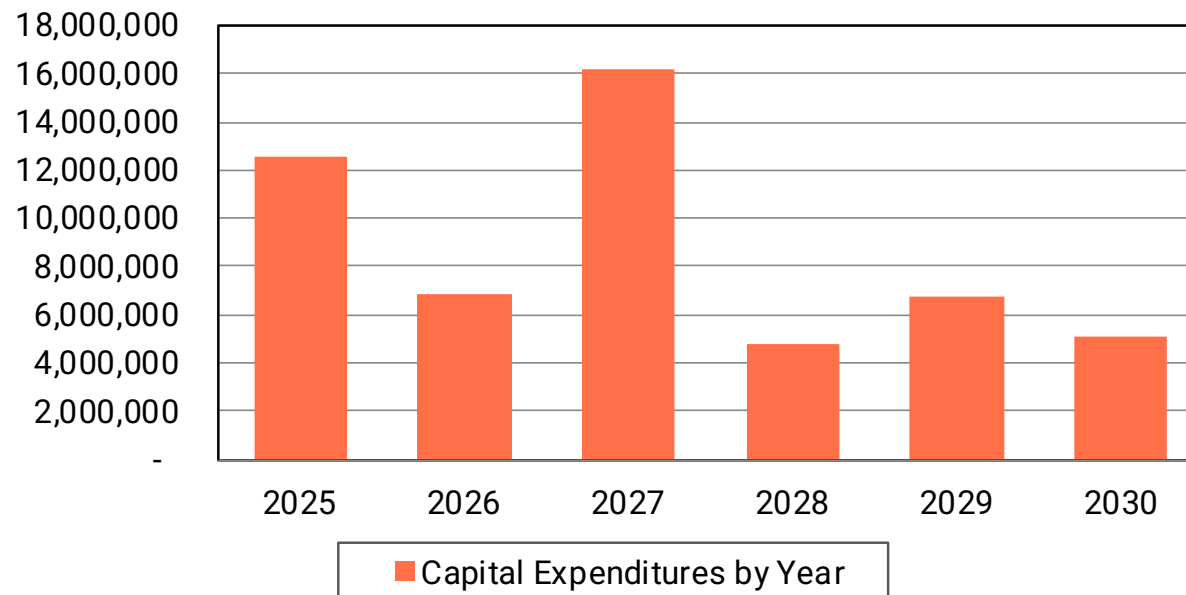
Projected Capital Expenditures: 2026–2030

Beginning in 2026, capital expenditures are projected based on planned project schedules, inflation assumptions, and anticipated funding sources. Projected capital spending varies significantly from year to year, reflecting the episodic nature of major infrastructure investments rather than a constant annual spending pattern. Years with elevated capital expenditures correspond to planned investments in streets, utilities, facilities, parks, and system-wide improvements, while lower-spending years reflect routine replacement and maintenance activity. This variability is intentional and consistent with best practices for long-term capital planning in mature communities. Over the full planning horizon, capital expenditures remain significant and will require a funding strategy to maintain positive cash balances. There is a significant increase in capital expenditures in 2027. This increase is driven by the electric utility generation facility project. The generation facility will be funded primarily by General Obligation Bonds.

FINANCIAL SECTION

Capital Expenditures

**Capital Expenditures by Year
2025 (Actual) and 2026-2030 (Estimated)**



Capital Funding Strategy

FINAN

Section 14, Item a.

Capital expenditures across all funds are supported through a combination of property tax-supported capital levies, transfers, bond proceeds for large or long-lived assets, special assessments where applicable, and enterprise fund revenues and cash reserves. By aligning capital investment levels with available resources, the City maintains flexibility while continuing to address infrastructure demands within a maturing development environment.

Capital Expenditures

Long-Term Capital Affordability

Over the full plan, capital expenditures remain significant but manageable relative to the City's projected revenue base. Importantly, the model demonstrates that planned capital expenditures do not require unsustainable property tax increases or depletion of reserves. Capital investment levels are aligned with projected revenues and cash balances, supporting long-term affordability and financial sustainability.

Summary and Key Observations

- 2025 reflect actual capital expenditures, establishing a realistic baseline for future planning and projections.
- 2025 capital expenditures are concentrated in the general, capital project and enterprise funds. In the future, the City is adjusting strategy to utilize the equipment and general project funds for purchases rather than the general fund.
- Projected capital spending varies by year based on project timing rather than uniform annual growth, consistent with best practices for long-term capital planning.

Overall, the City's capital expenditure plan reflects prudent long-term financial management, realistic assumptions grounded in recent experience, and a balanced approach to financing infrastructure investment.

Schedule of Annual Fund Cash Balances

The Schedule of Annual Fund Cash Balances presents projected year-end cash balances by individual fund and provides a detailed view of the City’s liquidity position over the planning horizon. The schedule reflects cumulative cash outcomes resulting from adopted budgets, expenditure timing, and financing activity and highlights differences in cash behavior across operating, capital, debt service, and enterprise.

The General Fund represents the City’s primary source of operating liquidity. In 2025 (actual), the General Fund ended the year with a cash balance of approximately \$6.8 million. Following 2025, the schedule shows General Fund cash balances decrease to approximately \$6 million in 2030. The intentional decrease of balances results from reallocating capital equipment purchases to the Capital Equipment fund rather than the General fund.

Special revenue funds show a decrease in overall cash balance due to the 2017 Small Cities Project funds of over \$500 thousand expected to be utilized on a 2027 project. The remaining special revenue funds are expected to continue supporting activities and maintain cash balances.

Debt service funds shown in the schedule maintain positive cash balances in all years presented. Cash balances fluctuate over the planning horizon based on the timing of scheduled principal and interest payments, the closing of capital funds with excess reserves, and the maturity of individual bond issues, but remain well above zero in all periods. The stability of debt service fund cash balances indicates that the cash resources reflected in the schedule are sufficient to meet all scheduled debt service obligations without liquidity stress.

Capital-related funds shown in the schedule are stable matching capital levies with the capital improvement plans of the City.

Enterprise funds display mostly positive and generally increasing cash balances over the planning horizon. In the actual years presented, these funds maintain positive liquidity, and projected balances trend upward in subsequent years, with the exception of the Golf fund. The overall growth in enterprise fund cash balances indicates that cash inflows exceed cash outflows within these funds. From a liquidity perspective, the schedule shows that these funds provide a stable and strengthening cash position that contributes to overall financial resilience.

The schedule demonstrates that the City’s liquidity position remains strong at the aggregate level, despite variability within individual funds. The schedule indicates that liquidity risk is concentrated at the individual fund level rather than at the City-wide level.

Capital Expenditures

Trend Indicator



- Adequate for reserve levels
- Adequate as of prior year but balances decrease, watch
- Below targeted reserve levels and should have a plan to address

City of New Prague, Minnesota
Schedule of Annual Fund Cash Balances
For the Years Ended December 31, 2025 (Actual) and 2026 to 2030 (Estimated)

		2025	2026	2027	2028	2029	2030	Trend
		Actual Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts	
GOVERNMENT-TYPE								
General Operations								
101	General	\$ 6,821,938	\$ 6,439,477	\$ 6,661,436	\$ 6,821,009	\$ 6,846,900	\$ 6,714,528	●
	<i>percent of the following year's expenditures</i>	92.61%	91.49%	90.58%	88.11%	84.02%	78.26%	
Special Revenue								
203	Development Revolving Loan	178,155	183,500	189,005	194,675	200,515	206,530	●
204	Small Cities Grant	32,732	33,714	34,725	35,767	36,840	37,945	●
206	Economic Development	243,668	250,978	258,507	266,262	274,250	282,478	●
207	2016 Small Cities Project	180,868	186,994	193,304	199,803	206,497	213,392	●
208	2017 Small Cities Project	513,780	529,193	-	-	-	-	●
233	Crime Prevention	59,984	53,134	45,878	45,878	45,878	45,878	●
	Subtotal	1,209,187	1,237,513	721,419	742,385	763,980	786,223	
Debt Service								
380	HRA - Senior Housing	12,348	13,268	14,216	15,192	16,198	17,234	●
311	2011 CIP	312,552	318,768	-	-	-	-	●
315	2013B Refunding Bonds	534,906	570,222	340,892	-	-	-	●
316	2014 CIP	214,333	200,487	187,487	175,359	169,379	-	●
317	2015 CIP	127,883	108,459	89,530	71,109	53,211	35,852	●
318	TIF New Prague Senior Housing	58,560	58,560	58,560	58,560	58,560	58,560	●
319	2019 CIP	778,531	771,573	762,099	760,410	757,725	757,891	●
320	2020A Refunding Bonds	1,464,798	1,398,019	1,333,850	1,068,716	-	-	●
321	CIP 2020-2021	168,273	88,375	294,967	289,849	392,218	382,456	●

City of New Prague, Minnesota
Schedule of Annual Fund Cash Balances (Continued)
For the Years Ended December 31, 2025 (Actual) and 2026 to 2030 (Estimated)

		2025	2026	2027	2028	2029	2030	
		Actual	Estimated	Estimated	Estimated	Estimated	Estimated	
		Amounts	Amounts	Amounts	Amounts	Amounts	Amounts	
Debt Service (Continued)								
322	CIP 2022	652,522	697,285	742,675	768,065	795,467	824,941	●
323	CIP 2023	220,816	261,617	240,346	220,458	201,984	184,952	●
324	CIP 2024	223,755	222,590	402,820	416,738	443,249	430,752	●
325	CIP 2025	263,433	2,322,522	2,328,371	2,117,352	1,905,628	1,693,427	●
326	EDA Lease 2025C	-	1,250,000	816,247	520,748	275,498	180,499	●
327	CIP 2026	-	-	-	12,401	14,592	16,540	●
391	CIP 2028	-	-	-	134,400	129,600	124,800	●
392	CIP 2029	-	-	-	-	134,400	129,600	●
393	CIP 2030	-	-	-	-	-	134,400	●
Subtotal		5,034,735	8,283,771	7,614,087	6,631,385	5,349,738	4,973,934	
Capital Projects								
228	Park Dedication Fees	248,931	265,759	283,092	300,945	319,333	338,273	●
230	Park Improvements	127,529	134,279	141,029	147,779	154,529	161,279	●
235	Sidewalk	42,683	43,963	45,282	46,640	48,039	49,480	●
236	Sirens	27,768	31,601	34,049	36,570	39,167	41,842	●
455	Trunk Sewer	2,401,528	2,503,574	2,608,681	2,716,941	2,828,449	2,943,302	●
498	Equipment Fund	160,924	193,387	142,104	64,750	214,367	142,663	●
499	General Projects	268,967	277,036	190,347	52,906	98,191	190,685	●
422	CIP 2023	62,456	-	-	-	-	-	●
423	CIP 2024	163,708	168,619	-	-	-	-	●
424	CIP 2025	2,356,077	-	-	-	-	-	●
425	Police Facility	6,314,416	-	-	-	-	-	●
426	CIP 2026	(14,285)	-	-	-	-	-	●
Subtotal		12,160,702	3,618,218	3,444,584	3,366,531	3,702,075	3,867,524	
Total - Governmental-type Funds		25,226,562	19,578,979	18,441,526	17,561,310	16,662,693	16,342,209	
BUSINESS-TYPE								
Enterprise Funds								
604	Water Utility	3,747,306	5,466,474	5,798,660	6,089,613	6,369,725	6,797,704	●
605	Electric Utility	7,954,274	27,262,347	14,601,083	15,170,005	15,984,286	16,916,222	●
602	Sewer Utility	8,244,548	8,839,924	8,871,845	8,765,837	7,544,999	7,072,646	●
651	Ambulance	-	-	-	-	-	-	●
603	Golf	241,495	204,580	(3,657)	(211,728)	(358,343)	(636,037)	●
606	Storm Water Utility	1,550,276	1,688,244	1,768,149	1,637,414	1,517,618	1,426,872	●
Total - Business-type Funds		21,737,899	41,773,325	29,267,932	29,813,726	29,540,667	30,150,535	
Grand Total - City		\$ 46,964,461	\$ 61,352,304	\$ 47,709,457	\$ 47,375,036	\$ 46,203,360	\$ 46,492,744	

* Cash balance is anticipated to grow based on market rates.

Schedule of Property Taxes Levied and Tax Rates

The schedule of property taxes levied and tax rates presents the City's property taxes levied by year and the corresponding City tax rates. The schedule provides insight into the pace and composition of levy growth, the interaction between levy decisions and tax rate outcomes, and the affordability implications of funding ongoing operations, capital investment, and debt service through property taxes. Actual results for 2025 and 2026 establish a baseline against which projected levy and tax rate trends are evaluated.

In 2026, the City's property tax levy supported General Fund operations, debt service requirements, and capital-related transfers. In 2026 (actual), total General Fund property tax levy increased to approximately \$4.4 million, reflecting adopted levy decisions aligned with actual operating expenditures and service demands. The 2026 actual levy demonstrates the City's policy of maintaining structurally balanced operations, with levy growth calibrated to fund ongoing services rather than to accumulate excess fund balance. The schedule shows an increase in the General fund levy in 2027 as the capital purchases are moved to the Capital Equipment fund, though still supporting increasing expenditures in the General fund.

The schedule reflects that the total property tax levy is comprised of multiple components, including levies for General Fund operations, debt service, and capital purposes. While individual component amounts vary by year, the schedule indicates that the General levy and Debt levy remains the primary driver of total levy growth over time. Debt service levies vary based on scheduled principal and interest payments and decline over time as bond issues mature. As debt service requirements remain consistent throughout the plan.

Capital-related levies and transfers are applied strategically to support infrastructure investment while reducing reliance on additional borrowing.

The City tax rate reflected in the schedule represents the relationship between the total property tax levy and the City's tax capacity. While levy levels increase over the planning period, the schedule shows that tax rate changes are gradual rather than abrupt, indicating that levy growth is phased in over time and moderated by changes in valuation and tax capacity. The schedule does not indicate sharp year-over-year rate spikes, reinforcing the City's emphasis on predictability and affordability.

City of New Prague, Minnesota
Schedule of Property Taxes Levied and Tax Rates
For the Years Ended December 31, 2025 (Actual) and 2026 to 2030 (Estimated)

		2025	2026	2027	2028	2029	2030
		Levy Amounts	Levy Amounts	Prelim Levy Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts
Property Taxes Levied for General Purposes							
101	General	\$ 4,238,838	\$ 4,428,735	\$ 4,729,291	\$ 5,004,291	\$ 5,279,291	\$ 5,554,291
Property Taxes Levied for Capital							
498	Equipment Fund	40,304	268,135	318,135	328,135	338,135	348,135
499	General Projects	-	100,000	75,000	75,000	75,000	75,000
	<i>Subtotal</i>	40,304	368,135	393,135	403,135	413,135	423,135
Property Taxes Levied for Debt Service							
380	HRA - Senior Housing	11,550	11,550	11,550	11,550	11,550	11,550
315	2013B Refunding Bonds	269,247	267,549	-	-	-	-
316	2014 CIP	61,397	60,109	58,820	57,532	61,494	-
317	2015 CIP	2,624	2,800	2,977	3,153	3,329	3,505
319	2019 CIP	189,639	54,157	50,975	53,044	52,224	51,405
320	2020A Refunding Bonds	101,458	1,723	-	-	-	-
321	CIP 2020-2021	23,717	25,573	27,167	28,499	24,317	25,386
322	CIP 2022	21,030	24,577	22,611	-	-	-
323	CIP 2023	135,872	137,420	138,704	139,726	140,486	140,982
324	CIP 2024	143,161	146,407	147,843	143,368	149,044	107,616
325	CIP 2025	-	-	222,418	-	-	-
326	EDA Lease 2025C	-	-	78,691	330,944	381,944	532,445
327	CIP 2026	-	-	37,096	36,508	36,087	35,469
391	CIP 2028	-	-	-	134,400	123,200	120,000
392	CIP 2029	-	-	-	-	134,400	123,200
393	CIP 2030	-	-	-	-	-	134,400
	<i>Subtotal</i>	959,695	731,865	798,852	938,724	1,118,075	1,285,958
Property Taxes Levied for EDA							
	Economic Development Authority - EDA	75,000	75,000	75,000	75,000	75,000	75,000
City and EDA Levy		\$ 5,313,837	\$ 5,603,735	\$ 5,996,278	\$ 6,421,150	\$ 6,885,501	\$ 7,338,384
General Fund Percentage Change in Levy (%)			4.5%	6.8%	5.8%	5.5%	5.2%
Levy Change %			5.5%	7.0%	7.1%	7.2%	6.6%
Tax Capacity							
	Personal and Real Estate	\$ 11,945,023	\$ 12,303,374	\$ 12,672,475	\$ 13,180,800	\$ 13,706,298	\$ 14,249,512
	Estimated New Growth	-	-	124,419	126,285	128,179	130,102
	Less: Tax Increment	(105,823)	(108,998)	(112,268)	(115,636)	(119,105)	(122,678)
	Adjusted net tax capacity	\$ 11,839,200	\$ 12,194,376	\$ 12,684,626	\$ 13,191,450	\$ 13,715,372	\$ 14,256,936

City of New Prague, Minnesota
Schedule of Property Taxes Levied and Tax Rates (Continued)
For the Years Ended December 31, 2025 (Actual) and 2026 to 2030 (Estimated)

	2025	2026	2027	2028	2029	2030
	Actual Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts
Tax Rates						
General	35.80%	36.32%	37.28%	37.94%	38.49%	38.96%
Capital	0.34%	3.02%	3.10%	3.06%	3.01%	2.97%
Debt	8.11%	6.00%	6.30%	7.12%	8.15%	9.02%
Total City Levy Tax Rate	44.25%	45.34%	46.68%	48.11%	49.66%	50.95%
Total EDA Tax Rate	0.63%	0.62%	0.59%	0.57%	0.55%	0.53%
Total tax rate	44.88%	45.95%	47.27%	48.68%	50.20%	51.47%
Population	8,244	8,326	8,410	8,494	8,579	8,665
Taxes per Capita	\$ 645	\$ 673	\$ 713	\$ 756	\$ 803	\$ 847
Median Home Value (Jan 2)	\$ 340,500	\$ 340,500	\$ 350,715	\$ 361,236	\$ 372,074	\$ 383,236
Median Home Taxes (from city)	\$ 1,457	\$ 1,492	\$ 1,587	\$ 1,690	\$ 1,802	\$ 1,911
% change from prior year \$'s		2%	6%	6%	7%	6%
Tax Levy (\$)						
General	\$ 4,238,838	\$ 4,428,735	\$ 4,729,291	\$ 5,004,291	\$ 5,279,291	\$ 5,554,291
Debt	959,695	731,865	798,852	938,724	1,118,075	1,285,958
Capital	40,304	368,135	393,135	403,135	413,135	423,135
EDA	75,000	75,000	75,000	75,000	75,000	75,000
Tax Levy (%)						
General	80%	79%	79%	78%	77%	76%
Debt	18%	13%	13%	15%	16%	18%
Capital	1%	7%	7%	6%	6%	6%
EDA	1%	1%	1%	1%	1%	1%

Schedule of Outstanding Debt

The schedule of outstanding debt presents the City's outstanding general obligation debt balances by year and provides insight into long-term debt trends, repayment progress, and the resulting implications for financial flexibility. The schedule reflects the cumulative impact of historical capital financing decisions, as well as the issuance of additional long-term debt in 2026 and demonstrates how scheduled principal repayments reduce outstanding obligations over time.

Beginning in 2026, the schedule reflects the issuance of additional general obligation debt to finance the public safety building expansion. This new debt is layered into the existing repayment structure and increases total outstanding balances relative to 2025 levels. The additional 2026 debt extends the maturity profile modestly but is aligned with the useful life of the underlying assets and with the City's established debt management practices.

As bonds mature, scheduled principal repayments offset the impact of the new issuance, and total outstanding balances resume a downward trend. Annual principal payments for governmental fund bonds remain steady throughout the plan, whereas enterprise debt increases significantly due to the Electric fund bond issuance.

City of New Prague, Minnesota
Outstanding Debt Schedule
For the Years Ended December 31, 2025 (Actual) and 2026 to 2030 (Estimated)

							2025	2026	2027	2028	2029	2030
Fund	Issue	Original Issue	Issue Date	Maturity Date	Prepayment Date	Interest Rate	Actual Balance	Estimated Balance	Estimated Balance	Estimated Balance	Estimated Balance	Estimated Balance
GOVERNMENT-TYPE												
General Obligation Bonds												
	315 G.O. Refunding Bonds of 2013B	\$ 4,185,000	8/21/2013	12/1/2028		2.00 - 2.55 %	\$ 1,060,000	\$ 715,000	\$ 365,000	\$ -	\$ -	\$ -
General Obligation Special Assessment Bonds												
	311 G.O. Improvement Bonds of 2011A	746,331	7/1/2011	2/1/2027	N/A	2.00 - 3.63	13,888	6,233	-	-	-	-
	316 G.O. Improvement Bonds 2014A	1,270,000	10/17/2014	2/1/2030	2/1/2022	2.00 - 3.00	430,000	345,000	260,000	175,000	90,000	-
	317 G.O. Improvement Bonds 2015A	755,000	7/7/2015	2/1/2031	2/1/2023	0.75 - 3.00	180,000	150,000	120,000	90,000	60,000	30,000
	319 G.O. Improvement Bonds 2019A	2,310,000	8/15/2019	2/1/2035	2/1/2028	3.00 - 5.00	1,365,000	1,125,000	1,005,000	885,000	760,000	635,000
	320 G.O. Refunding Bonds 2020A	1,016,597	11/24/2020	2/1/2029	N/A	5.00	453,394	314,026	202,569	86,380	-	-
	321 G.O. Refunding Bonds 2021A	2,005,000	9/2/2021	9/2/2037		5.00	1,660,000	1,535,000	1,405,000	1,270,000	1,130,000	990,000
	322 G.O. Refunding Bonds 2022A	260,000	7/7/2022	2/1/2033		3.00 - 5.00	200,000	175,000	150,000	125,000	100,000	75,000
	323 G.O. Refunding Bonds 2023A	2,135,000	6/29/2023	2/1/2039	2/1/2032	4.00 - 5.00	2,015,000	1,900,000	1,780,000	1,655,000	1,525,000	1,390,000
	324 G.O. Refunding Bonds 2024A	2,170,000	6/6/2024	2/1/2040	2/1/2033	4.00 - 5.00	2,170,000	2,040,000	1,915,000	1,785,000	1,655,000	1,520,000
	325 G.O. Refunding Bonds 2025B	3,685,000	5/22/2025	2/1/2041	2/1/2035	4.00 - 5.00	3,685,000	3,685,000	3,480,000	3,270,000	3,055,000	2,835,000
	326 EDA Lease 2025C	10,040,000	10/30/2025	2/1/2055		4.00 - 5.00	10,040,000	10,040,000	9,980,000	9,800,000	9,610,000	9,410,000
	380 Phillip Square Apartment project - Scott Cnty HRA	165,000	10/21/2020	12/1/2035	N/A	-	110,000	99,000	88,000	77,000	66,000	55,000
	Total G.O. Bonds	26,557,928					22,322,282	21,414,259	20,385,569	19,218,380	18,051,000	16,940,000
PLANNED FUTURE DEBT												
General Obligation Bonds												
	G.O. Bonds 2026B	585,000	08/06/2026	2/1/2042		3.10 - 4.40 %	-	585,000	585,000	585,000	560,000	525,000
	G.O. Bonds 2028A	1,200,000	N/A	N/A		N/A	-	-	-	1,200,000	1,120,000	1,040,000
	G.O. Bonds 2029A	1,200,000	N/A	N/A		N/A	-	-	-	-	1,200,000	1,120,000
	G.O. Bonds 2030A	1,200,000	N/A	N/A		N/A	-	-	-	-	-	1,200,000
	Total Potential General Obligation Bonds	4,185,000					-	585,000	585,000	1,785,000	2,880,000	3,885,000
	Total Government-type	34,927,928					23,382,282	22,714,259	21,335,569	21,003,380	20,931,000	20,825,000

City of New Prague, Minnesota
Outstanding Debt Schedule (Continued)
For the Years Ended December 31, 2025 (Actual) and 2026 to 2030 (Estimated)

Fund	Issue	Original Issue	Issue Date	Maturity Date	Prepayment Date	Interest Rate	2025	2026	2027	2028	2029	2030
							Actual Balance	Estimated Balance	Estimated Balance	Estimated Balance	Estimated Balance	Estimated Balance
BUSINESS-TYPE												
General Obligation Revenue Bonds												
	G.O. Sewer Revenue Bonds of 2008 (PFA)	\$ 32,280,687	11/20/2008	8/24/2038	N/A	3.13 %	\$ 20,950,000	\$ 19,654,000	\$ 18,310,000	\$ 16,918,000	\$ 15,477,000	\$ 13,983,000
	G.O. Improvement Bonds of 2011	488,669	7/1/2011	2/1/2027	N/A	2.00 - 3.625	76,112	38,767	-	-	-	-
	G.O. Refunding Bonds of 2013B	680,000	8/21/2013	12/1/2028	12/1/2021	2.00 - 2.55	40,000	-	-	-	-	-
	G.O. Improvement Bonds of 2014A	430,000	10/17/2014	8/1/2030	2/1/2022	2.00 - 3.00	175,000	140,000	105,000	70,000	35,000	-
	G.O. Improvement Bonds of 2015A	245,000	7/7/2015	2/1/2031	2/1/2023	0.75 - 3.00	110,000	95,000	80,000	60,000	40,000	20,000
	G.O. Improvement Bonds of 2016A	160,000	10/20/2016	2/1/2027	8/1/2021	2.05	35,000	18,000	-	-	-	-
	G.O. Improvement Bonds of 2019A	520,000	8/15/2019	2/1/2035	2/1/2028	3.00 - 5.00	390,000	355,000	320,000	285,000	250,000	215,000
	G.O. Refunding Bonds of 2020A	1,228,403	11/24/2020	2/1/2029	N/A	5.00	491,606	305,974	192,431	73,620	-	-
	G.O. Improvement Bonds of 2021A	3,460,000	9/2/2021	9/2/2037		5.00	2,940,000	2,740,000	2,525,000	2,300,000	2,065,000	1,820,000
	G.O. Improvement Bonds of 2022A	625,000	7/7/2022	2/1/2028		3.00 - 5.00	650,000	555,000	450,000	345,000	285,000	225,000
	G.O. Improvement Bonds of 2023A	1,310,000	6/29/2023	2/1/2039	2/1/2032	4.00 - 5.00	1,250,000	1,185,000	1,115,000	1,045,000	970,000	885,000
	G.O. Improvement Bonds of 2024A	2,000,000	6/6/2024	2/1/2040	2/1/2033	4.00 - 5.00	2,175,000	2,050,000	1,920,000	1,780,000	1,635,000	1,485,000
	G.O. Improvement Bonds 2025B	870,000	5/22/2025	2/1/2041	2/1/2035	4.00 - 5.00	970,000	970,000	905,000	840,000	775,000	710,000
	Golf Revenue Bonds of 2016A	74,000	10/20/2016	2/1/2026	8/1/2021	2.05	9,000	-	-	-	-	-
	Total G.O. Revenue Bonds	44,371,759					30,261,718	28,106,741	25,922,431	23,716,620	21,532,000	19,343,000
PLANNED FUTURE DEBT												
General Obligation Revenue Bonds												
	G.O. Bonds 2026B	1,050,000	08/06/2026	2/1/2042		3.10 - 4.40 %	-	1,050,000	1,050,000	1,050,000	995,000	925,000
	Electric Revenue Bonds 2026A	16,890,000	7/15/2026	12/1/2047		2.80 - 4.65	-	16,890,000	16,890,000	16,890,000	16,340,000	15,775,000
	Total Potential General Obligation Revenue Bonds	17,940,000					-	17,940,000	17,940,000	17,940,000	17,335,000	16,700,000
	Total Business-type	62,311,759					30,261,718	46,046,741	43,862,431	41,656,620	38,867,000	36,043,000
	Total All Funds	\$ 97,239,687					\$ 53,644,000	\$ 68,761,000	\$ 65,198,000	\$ 62,660,000	\$ 59,798,000	\$ 56,868,000
	Population						8,244	8,326	8,410	8,494	8,579	8,665
	Debt Per Capita - total						6,507	8,258	7,753	7,377	6,970	6,563

The transfer schedules presented below provide a consolidated view of the City’s planned interfund transfers. The majority of these transfers relate to moving excess cash balances upon closure of funds.

City of New Prague, Minnesota						
Transfer Schedule						
For the Years Ended December 31, 2025 (Actual) and 2026 to 2030 (Estimated)						
Fund	2025	2026	2027	2028	2029	2030
Transfers In						
101 General	\$ 287,871	\$ 240,500	\$ -	\$ -	\$ -	\$ -
321 CIP 2020-2021	-	-	285,917	65,053	175,000	51,729
322 CIP 2022	347,210	-	-	-	-	-
323 CIP 2023	-	62,456	-	-	-	-
324 CIP 2024	-	-	168,619	-	-	-
325 CIP 2025	-	2,171,759	-	-	-	-
326 EDA Lease 2025C	-	1,591,719	-	-	-	-
498 Equipment Fund	-	-	-	200,000	778,876	-
499 General Projects	181,669	-	25,000	25,000	25,000	25,000
418 T.H. 19 Project	236,879	-	-	-	-	-
603 Golf	29,819	-	-	-	-	-
Total Transfers In	1,083,448	4,066,434	479,536	290,053	978,876	76,729
Transfers Out						
101 General	29,819	341,719	-	-	-	-
395 2009 CIP	17,363	-	-	-	-	-
311 2011 CIP	-	-	310,917	-	-	-
315 2013B Refunding Bonds	-	-	-	90,053	-	-
316 2014 CIP	-	-	-	-	-	76,729
320 2020A Refunding Bonds	-	-	-	200,000	978,876	-
472 T.H. 19/ 11th Ave. Street	164,306	-	-	-	-	-
498 Equipment Fund	40,304	240,500	-	-	-	-
499 General Projects	236,879	-	-	-	-	-
421 CIP 2022	347,210	-	-	-	-	-
422 CIP 2023	-	62,456	-	-	-	-
423 CIP 2024	-	-	168,619	-	-	-
424 CIP 2025	-	2,171,759	-	-	-	-
425 Police Facility	-	1,250,000	-	-	-	-
605 Electric Utility	40,000	-	-	-	-	-
651 Ambulance	207,567	-	-	-	-	-
Total Transfers Out	1,083,448	4,066,434	479,536	290,053	978,876	76,729
Net Transfers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Capital Improvement Schedules

The capital improvement financial schedules presented below provide a consolidated view of the City’s long-term infrastructure investment strategy and the associated financing framework. These schedules integrate planned capital expenditures, funding sources, and resulting cash flows across both governmental and enterprise capital funds, demonstrating how the City balances reinvestment in infrastructure with long-term affordability and financial sustainability.

City of New Prague, Minnesota
Capital Improvement Plan - Future Street Reconstruction Fund 497
Schedule of Planned Capital Outlay 2026 to 2030

Department	Year to Replace	Item	Cost	2026	2027	2028	2029	2030
				Estimated Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts
Streets	2028	Street Reconstruction	1,200,000	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -
Streets	2029	Street Reconstruction	1,200,000	-	-	-	1,200,000	-
Streets	2030	Street Reconstruction	1,200,000	-	-	-	-	1,200,000
Streets	2031	Street Reconstruction	1,200,000	-	-	-	-	-
Streets	2032	Street Reconstruction	1,200,000	-	-	-	-	-
				\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000

City of New Prague, Minnesota
Capital Improvement Plan - Future Street Reconstruction Fund 497
Schedule of Projected Revenue, Expenditures and Debt

Capital Project Fund Projected Activity			Capital Project Fund Projected Activity			
	2025 Actual	2026 Budget	2027 Budget	2028 Estimated	2029 Estimated	2030 Estimated
Expenditures						
Capital outlay - Needs	-	-	-	1,200,000	1,200,000	1,200,000
Other Financing Sources (Uses)						
Bond proceeds	-	-	-	1,200,000	1,200,000	1,200,000
Net Change in Fund Balances	-	-	-	-	-	-
Cash Balances January 1	-	-	-	-	-	-
Cash Balances, December 31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

City of New Prague, Minnesota
Capital Improvement Plan - Equipment Fund Fund 498
Schedule of Planned Capital Outlay 2026 to 2030

Department	Year to Replace	Item	Cost	2026	2027	2028	2029	2030
				Estimated Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts
Police	2027	Portable Radios	37,200	\$ -	\$ 37,200	\$ -	\$ -	\$ -
Police	2027	Squad Car Camera	12,816	-	12,816	-	-	-
Police	2027	Squad Car Install & Equipment	21,000	-	21,000	-	-	-
Police	2027	Squad Car Replacement	47,000	-	47,000	-	-	-
Police	2027	Taser/Bodycam	29,204	-	29,204	-	-	-
Police	2028	Portable Radios	37,200	-	-	37,200	-	-
Police	2028	Squad Car Camera	13,329	-	-	13,329	-	-
Police	2028	Squad Car Install & Equipment	22,000	-	-	22,000	-	-
Police	2028	Squad Car Replacement	47,500	-	-	47,500	-	-
Police	2028	Taser/Bodycam	30,372	-	-	30,372	-	-
Police	2029	Squad Car Camera	12,500	-	-	-	12,500	-
Police	2029	Squad Car Install & Equipment	23,000	-	-	-	23,000	-
Police	2029	Squad Car Replacement	47,500	-	-	-	47,500	-
Police	2029	Taser/Bodycam	30,000	-	-	-	30,000	-
Police	2030	Squad Car Camera	12,500	-	-	-	-	12,500
Police	2030	Squad Car Install & Equipment	24,500	-	-	-	-	24,500
Police	2030	Squad Car Replacement	49,000	-	-	-	-	49,000
Police	2030	Taser/Bodycam	30,000	-	-	-	-	30,000
Building Inspections	2028	Vehicle Replacement	35,000	-	-	35,000	-	-
Fire	2029	Engine #2	600,000	-	-	-	600,000	-
Fire	2030	Chief's Vehicle	10,000	-	-	-	-	10,000
Fire - Rural	2029	Engine #2	600,000	-	-	-	600,000	-
Fire - Rural	2030	Chief's Vehicle	10,000	-	-	-	-	10,000
Parks	2027	1/2 Ton Truck - 2013 Replacement	40,000	-	40,000	-	-	-
Parks	2027	Snow Blower - Toolcat	7,000	-	7,000	-	-	-
Parks	2028	1 Ton Truck - 2018 Replacement	44,200	-	-	44,200	-	-
Parks	2028	1/2 Ton Truck - 2015 Replacement	40,000	-	-	40,000	-	-
Parks	2029	Ball Diamon Drag - 2015 Replacement	5,890	-	-	-	5,890	-
Parks	2029	Fairway Roller - 2017 Replacement	15,145	-	-	-	15,145	-
Parks	2030	16ft Lawn Mower - 2019 Replacement	146,518	-	-	-	-	146,518
Parks	2030	72" Zero Turn Lawn Mower - 2023 Replacement	30,000	-	-	-	-	30,000
Parks	2030	Brush Chipper	10,800	-	-	-	-	10,800
Park Board	2028	Skate Park Equipment Addition	40,000	-	-	40,000	-	-
Streets	2027	1/2 Ton Crew Cab Truck - 2014 Replacement	51,000	-	51,000	-	-	-
Streets	2027	Infrared Asphalt Patcher	15,000	-	15,000	-	-	-
Streets	2027	Lift Station - Public Works Building	15,000	-	15,000	-	-	-
Streets	2027	Street Garage Roof Replacement	100,000	-	100,000	-	-	-
Streets	2028	Pay Loader - 2012 Replacement	330,000	-	-	330,000	-	-
Streets	2029	5 Ton Dump Truck w Plows & Sanding Equipment - 2014 Replacement	285,000	-	-	-	285,000	-
Streets	2029	72" Grapple Bucket - 2019 Replacement	10,000	-	-	-	10,000	-
Streets	2030	1 Ton Truck w/ Plow - 2016 Replacement	64,500	-	-	-	-	64,500
Streets	2030	12 Ton Trailer - 2014 Replacement	15,000	-	-	-	-	15,000
Streets	2030	20 Ton Trailer - 2009 Replacement	30,000	-	-	-	-	30,000
Streets	2030	5 Ton Asphalt Roller - 2014 Replacement	48,000	-	-	-	-	48,000
Streets	2030	Cold Planer - 2016 Replacement	30,000	-	-	-	-	30,000
Streets	2030	Brush Chipper - 2013 Replacement	15,000	-	-	-	-	15,000
				\$ -	\$ 375,220	\$ 639,601	\$ 1,629,035	\$ 525,818

City of New Prague, Minnesota
Capital Improvement Plan - Equipment Fund Fund 498
Schedule of Projected Revenue, Expenditures and Debt

Section 14, Item a.

Capital Project Fund Projected Activity			Capital Project Fund Projected Activity			
	2025 Actual	2026 Budget	2027 Budget	2028 Estimated	2029 Estimated	2030 Estimated
Revenues						
Property taxes	\$ 40,304	\$ 268,135	\$ 318,135	\$ 328,135	\$ 338,135	\$ 348,135
Interest on investments	2,189	4,828	5,802	4,263	1,943	6,431
Local government aid	-	-	-	29,849	59,698	89,548
Total Revenues	42,493	272,963	323,937	362,247	999,776	454,114
Expenditures						
Capital outlay - Needs	-	-	375,220	639,601	1,629,035	525,818
Excess (Deficiency) of Revenues Over (Under) Expenditures	42,493	272,963	(51,283)	(277,354)	(629,259)	(71,704)
Other Financing Sources (Uses)						
Transfer out	(40,304)	(240,500)	-	-	-	-
Net Change in Fund Balances	2,189	32,463	(51,283)	(77,354)	149,617	(71,704)
Cash Balances January 1	158,735	160,924	193,387	142,104	64,750	214,367
Cash Balances, December 31	\$ 160,924	\$ 193,387	\$ 142,104	\$ 64,750	\$ 214,367	\$ 142,663

City of New Prague, Minnesota
Capital Improvement Plan - General Projects Fund 499
Schedule of Planned Capital Outlay 2026 to 2030

Department	Year to Replace	Item	Cost	2026	2027	2028	2029	2030
				Estimated Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts
Government Building	2027	Building Improvements	100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -
Government Building	2028	Building Improvements	100,000	-	-	100,000	-	-
Government Building	2029	Building Improvements	100,000	-	-	-	100,000	-
Government Building	2030	Building Improvements	100,000	-	-	-	-	100,000
Park Board	2027	Concrete Cornhole at Southside Park	5,000	-	5,000	-	-	-
Park Board	2027	Prairie Restoration Maintenance - Settlers Park	13,000	-	13,000	-	-	-
Park Board	2027	Sprinkler Systems for Memorial Softball Fields	25,000	-	25,000	-	-	-
Park Board	2028	Hammock Stands & Slack Lines	12,000	-	-	12,000	-	-
Park Board	2028	Park Reforestation	10,000	-	-	10,000	-	-
Park Board	2028	Sidewalk / Trail Study / Plan	30,000	-	-	30,000	-	-
Park Board	2028	Sledding Hill Picnic Shelter	90,000	-	-	90,000	-	-
Park Board	2028	Sprinkler Systems for Memorial Softball Fields	25,000	-	-	25,000	-	-
Park Board	2029	Park Reforestation	10,000	-	-	-	10,000	-
Parks	2027	Parks Building Improvements	52,000	-	52,000	-	-	-
Parks	2028	Parks Building Improvements	6,000	-	-	6,000	-	-
Parks	2029	Parks Building Improvements	6,000	-	-	-	6,000	-
				\$ -	\$ 195,000	\$ 273,000	\$ 116,000	\$ 100,000

City of New Prague, Minnesota
Capital Improvement Plan - General Projects Fund 499
Schedule of Projected Revenue, Expenditures and Debt

Section 14, Item a.

	Capital Project Fund Projected Activity			Capital Project Fund Projected Activity		
	2025 Actual	2026 Budget	2027 Budget	2028 Estimated	2029 Estimated	2030 Estimated
Revenues						
Property taxes	\$ -	\$ 100,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000
Interest on investments	13,294	8,069	8,311	5,710	1,587	2,946
Local government aid	-	-	-	29,849	59,698	89,548
Total Revenues	<u>13,294</u>	<u>108,069</u>	<u>83,311</u>	<u>110,559</u>	<u>136,285</u>	<u>167,494</u>
Expenditures						
Capital outlay - Needs	-	100,000	195,000	273,000	116,000	100,000
Current	2,162	-	-	-	-	-
Total Expenditures	<u>2,162</u>	<u>100,000</u>	<u>195,000</u>	<u>273,000</u>	<u>116,000</u>	<u>100,000</u>
Excess (Deficiency) of Revenues Over (Under) Expenditures	<u>11,132</u>	<u>8,069</u>	<u>(111,689)</u>	<u>(162,441)</u>	<u>20,285</u>	<u>67,494</u>
Other Financing Sources (Uses)						
Transfers in	181,669	-	25,000	25,000	25,000	25,000
Transfer out	(236,879)	-	-	-	-	-
Total Other Financing Sources	<u>(55,210)</u>	<u>-</u>	<u>25,000</u>	<u>25,000</u>	<u>25,000</u>	<u>25,000</u>
Net Change in Fund Balances	<u>(44,078)</u>	<u>8,069</u>	<u>(86,689)</u>	<u>(137,441)</u>	<u>45,285</u>	<u>92,494</u>
Cash Balances January 1	<u>313,045</u>	<u>268,967</u>	<u>277,036</u>	<u>190,347</u>	<u>52,906</u>	<u>98,191</u>
Cash Balances, December 31	<u>\$ 268,967</u>	<u>\$ 277,036</u>	<u>\$ 190,347</u>	<u>\$ 52,906</u>	<u>\$ 98,191</u>	<u>\$ 190,685</u>

City of New Prague, Minnesota
Water Utility Fund 604
Schedule of Planned Capital Outlay 2026 to 2030

Department	Year to Replace	Item	Cost	2026	2027	2028	2029	2030
				Budget Amounts	Budget Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts
Water	2027	Future CIP	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ -	\$ -
Water	2027	Miscellaneous Equipment	20,000	-	20,000	-	-	-
Water	2027	SCADA	15,000	-	15,000	-	-	-
Water	2027	Well #1 Replacement	45,000	-	45,000	-	-	-
Water	2027	Well #3, #4, #6 Pump Replacement	30,000	-	30,000	-	-	-
Water	2028	Future CIP	441,000	-	-	441,000	-	-
Water	2028	Miscellaneous Equipment	20,000	-	-	20,000	-	-
Water	2028	SCADA	15,000	-	-	15,000	-	-
Water	2028	Tractor Backhoe	25,000	-	-	25,000	-	-
Water	2028	Well #3, #4, #6 Pump Replacement	30,000	-	-	30,000	-	-
Water	2028	Well #5 Replacement	45,000	-	-	45,000	-	-
Water	2029	Future CIP	463,050	-	-	-	463,050	-
Water	2029	Miscellaneous Equipment	20,000	-	-	-	20,000	-
Water	2029	SCADA	15,000	-	-	-	15,000	-
Water	2029	Service Truck	60,000	-	-	-	60,000	-
Water	2029	Well #2 Replacement	43,000	-	-	-	43,000	-
Water	2029	Well #3, #4, #6 Pump Replacement	30,000	-	-	-	30,000	-
Water	2030	Future CIP	486,200	-	-	-	-	486,200
Water	2030	Miscellaneous Equipment	20,000	-	-	-	-	20,000
Water	2030	SCADA	15,000	-	-	-	-	15,000
Water	2030	Well #3, #4, #6 Pump Replacement	30,000	-	-	-	-	30,000
				\$ -	\$ 510,000	\$ 576,000	\$ 631,050	\$ 551,200

City of New Prague, Minnesota
Water Utility Fund 604
Statement of Cash Flows

	Enterprise Fund Projected Activity			Enterprise Fund Projected Activity		
	2025 Actual	2026 Budget	2027 Budget	2028 Estimated	2029 Estimated	2030 Estimated
Cash Flows from Operating Activities						
Receipts from customers and users	\$ 1,922,803	\$ 1,980,487	\$ 2,039,902	\$ 2,101,099	\$ 2,164,132	\$ 2,229,056
Payments to suppliers	(333,896)	(343,913)	(354,230)	(364,857)	(375,803)	(387,077)
Payments to employees	(654,385)	(674,017)	(694,237)	(715,064)	(736,516)	(758,612)
Other receipts	11,445	11,788	12,142	12,506	12,881	13,268
Operating Income (Loss)	945,967	974,346	1,003,576	1,033,684	1,064,694	1,096,635
Cash Flows from Capital and Related Financing Activities						
Special assessment receipts	133,248	115,505	101,205	101,205	101,205	101,205
Proceeds from debt instruments, net of discounts/premiums	525,967	940,000	-	-	-	-
Acquisition and construction of capital assets	(865,934)	-	(510,000)	(576,000)	(631,050)	(551,200)
Proceeds from the disposal of capital assets	17,018	-	-	-	-	-
Principal paid on bonds	(323,552)	(363,936)	(308,157)	(334,787)	(343,946)	(330,000)
Interest paid on bonds and notes	(140,687)	(147,761)	(161,482)	(146,404)	(130,444)	(114,904)
Issuance costs paid on debt instruments	(17,942)	-	-	-	-	-
Hookup charges	89,730	92,422	95,195	98,050	100,992	104,022
Total Cash Used by Capital and Related Financing Activities	(582,152)	636,230	(783,239)	(857,936)	(903,243)	(790,877)
Cash Flows From Investing Activities						
Investment earnings	105,429	108,592	111,850	115,205	118,661	122,221
Net Increase (Decrease) in Cash and Cash Equivalents	469,244	1,719,168	332,187	290,952	280,113	427,979
Cash and Cash Equivalents, January 1	3,278,062	3,747,306	5,466,474	5,798,660	6,089,613	6,369,725
Cash and Cash Equivalents, December 31	\$ 3,747,306	\$ 5,466,474	\$ 5,798,660	\$ 6,089,613	\$ 6,369,725	\$ 6,797,704

City of New Prague, Minnesota
Electric Utility Fund 605
Schedule of Planned Capital Outlay 2026 to 2030

Department	Year to Replace	Item	Cost	2026	2027	2028	2029	2030
				Budget Amounts	Budget Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts
Electric	2027	#5 Generator Replacement	\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -
Electric	2027	Bucket Truck	215,000	-	215,000	-	-	-
Electric	2027	Future Distribution CIP	477,000	-	477,000	-	-	-
Electric	2027	Future Generation	13,000,000	-	13,000,000	-	-	-
Electric	2027	Miscellaneous Equipment	31,000	-	31,000	-	-	-
Electric	2027	SCADA/Switch Gear	30,000	-	30,000	-	-	-
Electric	2027	Service Truck Replacement	50,000	-	50,000	-	-	-
Electric	2027	Trencher/Plow	150,000	-	150,000	-	-	-
Electric	2028	Directional Boring Machine	150,000	-	-	150,000	-	-
Electric	2028	Dump Truck Replacement	65,000	-	-	65,000	-	-
Electric	2028	Future Distribution CIP	491,000	-	-	491,000	-	-
Electric	2028	Miscellaneous Equipment	33,000	-	-	33,000	-	-
Electric	2028	SCADA/Switch Gear	30,000	-	-	30,000	-	-
Electric	2028	Tractor Backhoe	25,000	-	-	25,000	-	-
Electric	2029	Future Distribution CIP	506,000	-	-	-	506,000	-
Electric	2029	Miscellaneous Equipment	35,000	-	-	-	35,000	-
Electric	2029	SCADA/Switch Gear	30,000	-	-	-	30,000	-
Electric	2029	Service Truck Replacement	55,000	-	-	-	55,000	-
Electric	2030	Future Distribution CIP	522,000	-	-	-	-	522,000
Electric	2030	Miscellaneous Equipment	37,000	-	-	-	-	37,000
Electric	2030	SCADA/Switch Gear	30,000	-	-	-	-	30,000
				\$ -	\$ 14,253,000	\$ 794,000	\$ 626,000	\$ 589,000

City of New Prague, Minnesota
Electric Utility Fund 605
Statement of Cash Flows

Enterprise Fund Projected Activity	Enterprise Fund Projected Activity					
	2025 Actual	2026 Budget	2027 Budget	2028 Estimated	2029 Estimated	2030 Estimated
Cash Flows from Operating Activities						
Receipts from customers and users	\$ 10,678,502	\$ 10,998,857	\$ 11,328,823	\$ 11,668,687	\$ 12,018,748	\$ 12,379,311
Payments to suppliers	(7,181,831)	(7,397,286)	(7,619,205)	(7,847,781)	(8,083,214)	(8,325,710)
Payments to employees	(1,493,317)	(1,538,117)	(1,584,260)	(1,631,788)	(1,680,741)	(1,731,164)
Other receipts	129,128	133,002	136,992	141,102	145,335	149,695
Operating Income (Loss)	2,132,482	2,196,456	2,262,350	2,330,221	2,400,127	2,472,131
Cash Flows from Capital and Related Financing Activities						
Capital contributions from other entities	149,668	-	-	-	-	-
Proceeds from debt instruments, net of discounts/premiums	-	16,890,000	-	-	-	-
Acquisition and construction of capital assets	(1,882,331)	-	(14,253,000)	(794,000)	(626,000)	(589,000)
Proceeds from the disposal of capital assets	1,093	-	-	-	-	-
Principal paid on bonds	-	-	-	(550,000)	(565,000)	(580,000)
Interest paid on bonds and notes	(3,109)	-	(898,879)	(652,413)	(637,013)	(620,628)
Total Cash Used by Capital and Related Financing Activities	(1,734,679)	16,890,000	(15,151,879)	(1,996,413)	(1,828,013)	(1,789,628)
Cash Flows From Investing Activities						
Investment earnings	215,162	221,617	228,265	235,113	242,167	249,432
Net Increase (Decrease) in Cash and Cash Equivalents	572,965	19,308,073	(12,661,264)	568,921	814,282	931,935
Cash and Cash Equivalents, January 1	7,381,309	7,954,274	27,262,347	14,601,083	15,170,005	15,984,286
Cash and Cash Equivalents, December 31	\$ 7,954,274	\$ 27,262,347	\$ 14,601,083	\$ 15,170,005	\$ 15,984,286	\$ 16,916,222

City of New Prague, Minnesota
Sewer Utility Fund 602
Schedule of Planned Capital Outlay 2026 to 2030

Department	Year to Replace	Item	Cost	2026	2027	2028	2029	2030
				Budget Amounts	Budget Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts
Sewer	2027	Future CIP	\$ 52,000	\$ -	\$ 52,000	\$ -	\$ -	\$ -
Sewer	2027	Lift Station Rehab & Pump Replacement	34,000	-	34,000	-	-	-
Sewer	2027	Membrane Cartridge Replacement	180,000	-	180,000	-	-	-
Sewer	2027	Plant Blowers	30,000	-	30,000	-	-	-
Sewer	2027	Pump and Instrument Panel Replacement	39,599	-	39,599	-	-	-
Sewer	2027	Rebuild Sludge Tank Blower	42,000	-	42,000	-	-	-
Sewer	2027	Project Fournier Press Rebuild and Rehabilitation	275,000	-	275,000	-	-	-
Sewer	2028	Air Compressor Replacement	150,000	-	-	150,000	-	-
Sewer	2028	Clarifier Scraper System Replacement	85,000	-	-	85,000	-	-
Sewer	2028	Future CIP	300,001	-	-	300,001	-	-
Sewer	2028	Lift Station Rehab & Pump Replacement	34,000	-	-	34,000	-	-
Sewer	2028	Membrane Cartridge Replacement	200,000	-	-	200,000	-	-
Sewer	2028	Plant Blowers	30,000	-	-	30,000	-	-
Sewer	2028	Pump and Instrument Panel Replacement	41,579	-	-	41,579	-	-
Sewer	2028	Rehab Pretreatment UPS	20,000	-	-	20,000	-	-
Sewer	2028	Water Softener Upgrade	46,000	-	-	46,000	-	-
Sewer	2029	1/2 Ton Pickup	48,000	-	-	-	48,000	-
Sewer	2029	Chalupsky Lift Station	135,000	-	-	-	135,000	-
Sewer	2029	Future CIP	325,000	-	-	-	325,000	-
Sewer	2029	Lift Station Rehab & Pump Replacement	38,000	-	-	-	38,000	-
Sewer	2029	Membrane Cartridge Replacement	200,000	-	-	-	200,000	-
Sewer	2029	Plant Blowers	15,000	-	-	-	15,000	-
Sewer	2029	Pump and Instrument Panel Replacement	43,658	-	-	-	43,658	-
Sewer	2029	Truck with Vactor	750,000	-	-	-	750,000	-
Sewer	2029	UV System Replacement	425,000	-	-	-	425,000	-
Sewer	2029	HVAC Comprehensive Inspection, Rebuild and Rehab	150,000	-	-	-	150,000	-
Sewer	2030	Future CIP	325,000	-	-	-	-	325,000
Sewer	2030	Lift Station Rehab & Pump Replacement	40,000	-	-	-	-	40,000
Sewer	2030	Membrane Cartridge Replacement	200,000	-	-	-	-	200,000
Sewer	2030	Pump and Instrument Panel Replacement	45,841	-	-	-	-	45,841
Sewer	2030	Valves & Actuators in BAF Replacement	500,000	-	-	-	-	500,000
Sewer	2030	PLC Upgrade and SDACA Integration	400,000	-	-	-	-	400,000
				\$ -	\$ 652,599	\$ 906,580	\$ 2,129,658	\$ 1,510,841

City of New Prague, Minnesota
Sewer Utility Fund 602
Statement of Cash Flows

	Enterprise Fund Projected Activity			Enterprise Fund Projected Activity		
	2025 Actual	2026 Budget	2027 Budget	2028 Estimated	2029 Estimated	2030 Estimated
Cash Flows from Operating Activities						
Receipts from customers and users	\$ 3,699,211	\$ 3,810,187	\$ 3,924,493	\$ 4,042,228	\$ 4,163,495	\$ 4,288,399
Payments to suppliers	(820,201)	(844,807)	(870,151)	(896,256)	(923,143)	(950,838)
Payments to employees	(698,690)	(719,651)	(741,240)	(763,477)	(786,382)	(809,973)
Other receipts	4,395	4,527	4,663	4,803	4,947	5,095
Operating Income (Loss)	2,184,715	2,250,256	2,317,764	2,387,297	2,458,916	2,532,683
Cash Flows from Capital and Related Financing Activities						
Special assessment receipts	87,967	72,861	64,761	64,761	64,761	64,761
Acquisition and construction of capital assets	(1,011,959)	-	(652,599)	(906,580)	(2,129,658)	(1,510,841)
Proceeds from the disposal of capital assets	24,450	-	-	-	-	-
Principal paid on bonds	(1,474,775)	(1,556,622)	(1,605,202)	(1,639,505)	(1,685,547)	(1,714,000)
Interest paid on bonds and notes	(909,072)	(847,782)	(789,765)	(729,853)	(668,718)	(606,546)
Hookup charges	375,951	387,230	398,846	410,812	423,136	435,830
Total Cash Used by Capital and Related Financing Activities	(2,907,438)	(1,944,313)	(2,583,959)	(2,800,365)	(3,996,026)	(3,330,796)
Cash Flows From Investing Activities						
Investment earnings	281,003	289,433	298,116	307,060	316,271	325,759
Net Increase (Decrease) in Cash and Cash Equivalents	(441,720)	595,376	31,921	(106,008)	(1,220,838)	(472,353)
Cash and Cash Equivalents, January 1	8,686,268	8,244,548	8,839,924	8,871,845	8,765,837	7,544,999
Cash and Cash Equivalents, December 31	\$ 8,244,548	\$ 8,839,924	\$ 8,871,845	\$ 8,765,837	\$ 7,544,999	\$ 7,072,646

City of New Prague, Minnesota
Golf Fund 603
Schedule of Planned Capital Outlay 2026 to 2030

Department	Year to Replace	Item	Cost	2026	2027	2028	2029	2030
				Budget Amounts	Budget Amounts	Estimated Amounts	Estimated Amounts	Estimated Amounts
Golf	2026	Equipment	\$ 110,000	\$ 110,000	\$ -	\$ -	\$ -	\$ -
Golf	2027	Leaf Blower #2	15,000	-	15,000	-	-	-
Golf	2027	Reel Sharpener	85,000	-	85,000	-	-	-
Golf	2027	Utility Mower #2	54,000	-	54,000	-	-	-
Golf	2028	Dump Truck	40,000	-	-	40,000	-	-
Golf	2028	Greens/Tee Aerifier	50,000	-	-	50,000	-	-
Golf	2028	Leave Blower #1	15,000	-	-	15,000	-	-
Golf	2028	Skid Loader	36,000	-	-	36,000	-	-
Golf	2029	Fairway Mower #2	80,000	-	-	-	80,000	-
Golf	2029	Greens Roller #2	19,000	-	-	-	19,000	-
Golf	2029	Work Cart #3	16,000	-	-	-	16,000	-
Golf	2029	Work Cart #4	16,000	-	-	-	16,000	-
Golf	2030	Golf Carts	250,000	-	-	-	-	250,000
Golf	2030	Brush Chipper	12,600	-	-	-	-	12,600
				\$ 110,000	\$ 154,000	\$ 141,000	\$ 131,000	\$ 262,600

City of New Prague, Minnesota
Golf Fund 603
Statement of Cash Flows

	Enterprise Fund Projected Activity			Enterprise Fund Projected Activity		
	2025 Actual	2026 Budget	2027 Budget	2028 Estimated	2029 Estimated	2030 Estimated
Cash Flows from Operating Activities						
Receipts from customers and users	\$ 1,585,631	\$ 1,633,200	\$ 1,682,196	\$ 1,732,662	\$ 1,784,642	\$ 1,838,181
Payments to suppliers	(751,999)	(774,559)	(797,796)	(821,730)	(846,381)	(871,773)
Payments to employees	(788,208)	(811,854)	(836,210)	(861,296)	(887,135)	(913,749)
Other receipts	500	515	530	546	563	580
Operating Income (Loss)	45,924	47,302	48,721	50,182	51,688	53,239
Cash Flows from Noncapital Financing Activities						
Transfers in	29,819	-	-	-	-	-
Cash Flows from Capital and Related Financing Activities						
Proceeds from debt instruments, net of discounts/premiums	106,836	110,000	-	-	-	-
Acquisition and construction of capital assets	(322,305)	(110,000)	(154,000)	(141,000)	(131,000)	(262,600)
Proceeds from the disposal of capital assets	10,000	-	-	-	-	-
Principal paid on bonds	(59,000)	(79,000)	(100,000)	(120,000)	(75,000)	(80,000)
Interest paid on bonds and notes	(18,008)	(19,551)	(17,721)	(12,460)	(7,965)	(4,465)
Issuance costs paid on debt instruments	(2,513)	-	-	-	-	-
Total Cash Used by Capital and Related Financing Activities	(284,990)	(98,551)	(271,721)	(273,460)	(213,965)	(347,065)
Cash Flows From Investing Activities						
Investment earnings	13,916	14,333	14,763	15,206	15,663	16,132
Net Increase (Decrease) in Cash and Cash Equivalents	(195,331)	(36,915)	(208,237)	(208,071)	(146,615)	(277,694)
Cash and Cash Equivalents, January 1	436,826	241,495	204,580	(3,657)	(211,728)	(358,343)
Cash and Cash Equivalents, December 31	\$ 241,495	\$ 204,580	\$ (3,657)	\$ (211,728)	\$ (358,343)	\$ (636,037)

City of New Prague, Minnesota
Storm Water Utility Fund 606
Statement of Cash Flows

	Enterprise Fund Projected Activity			Enterprise Fund Projected Activity		
	2025 Actual	2026 Budget	2027 Budget	2028 Estimated	2029 Estimated	2030 Estimated
Cash Flows from Operating Activities						
Receipts from customers and users	\$ 431,584	\$ 444,532	\$ 457,867	\$ 471,603	\$ 485,752	\$ 500,324
Payments to suppliers	(18,283)	(18,831)	(19,396)	(19,978)	(20,578)	(21,195)
Payments to employees	(88,163)	(90,808)	(93,532)	(96,338)	(99,228)	(102,205)
Operating Income (Loss)	325,138	334,892	344,939	355,287	365,946	376,924
Cash Flows from Noncapital Financing Activities						
Intergovernmental	195,506	-	-	-	-	-
Cash Flows from Capital and Related Financing Activities						
Proceeds from debt instruments, net of discounts/premiums	417,173	-	-	-	-	-
Acquisition and construction of capital assets	(491,564)	-	(65,000)	(300,000)	(325,000)	(325,000)
Proceeds from the disposal of capital assets	-	-	-	-	-	-
Principal paid on bonds	(145,207)	(155,419)	(170,950)	(166,519)	(150,127)	(140,000)
Interest paid on bonds and notes	(81,796)	(87,775)	(76,743)	(68,592)	(61,176)	(54,748)
Issuance costs paid on debt instruments	(12,954)	-	-	-	-	-
Total Cash Used by Capital and Related Financing Activities	(314,348)	(243,195)	(312,693)	(535,111)	(536,303)	(519,748)
Cash Flows From Investing Activities						
Investment earnings	44,923	46,271	47,659	49,089	50,561	52,078
Net Increase (Decrease) in Cash and Cash Equivalents	251,219	137,968	79,905	(130,735)	(119,796)	(90,745)
Cash and Cash Equivalents, January 1	1,299,057	1,550,276	1,688,244	1,768,149	1,637,414	1,517,618
Cash and Cash Equivalents, December 31	\$ 1,550,276	\$ 1,688,244	\$ 1,768,149	\$ 1,637,414	\$ 1,517,618	\$ 1,426,872



2026-2030 Long-Term Financial Plan

High-level financial overview for City Council

Assumptions • Cash balances • Tax levy trends • Debt • Capital

CITY OF NEW PRAGUE, MINNESOTA

Council overview

The plan coordinates operating needs, reserves, capital investment, debt and the property tax levy.

2026–2030

Planning horizon

2025 actual baseline

\$46.5M

2030 citywide cash

\$47.0M in 2025

\$7.34M

2030 total levy

\$5.31M in 2025

\$56.9M

2030 debt balance

After 2026 peak

- General Fund reserves remain strong, but are intentionally drawn down as capital purchases move to dedicated capital funds.
- Levy growth is phased at roughly 5% to 7% annually, while tax capacity and residential growth moderate the tax-rate effect.
- Debt peaks in 2026 due primarily to electric infrastructure financing, then declines through 2030.
- The primary modeled pressure point is the Golf Fund, which turns negative beginning in 2027 without a corrective funding plan.

Core planning assumptions

The projections are a decision-making framework, not a precise prediction of future results.

Revenues

3% annual growth

Charges for services, licenses, permits and other user-based revenues

Operating costs

3% annually

Inflation, contracts and service-level requirements

Personnel

6% annually

Current staffing, benefits and compensation structure

Tax base

3% value growth

Plus 36 new homes annually beginning in 2027

State aid

Flat LGA

LGA held constant; a growing share is redirected to capital

Capital & utilities

Planned timing

Projects occur as scheduled; enterprise rates support operations, debt and reserves

A deliberate shift in financial strategy

Separate operating and capital funding to improve transparency and reduce levy volatility.

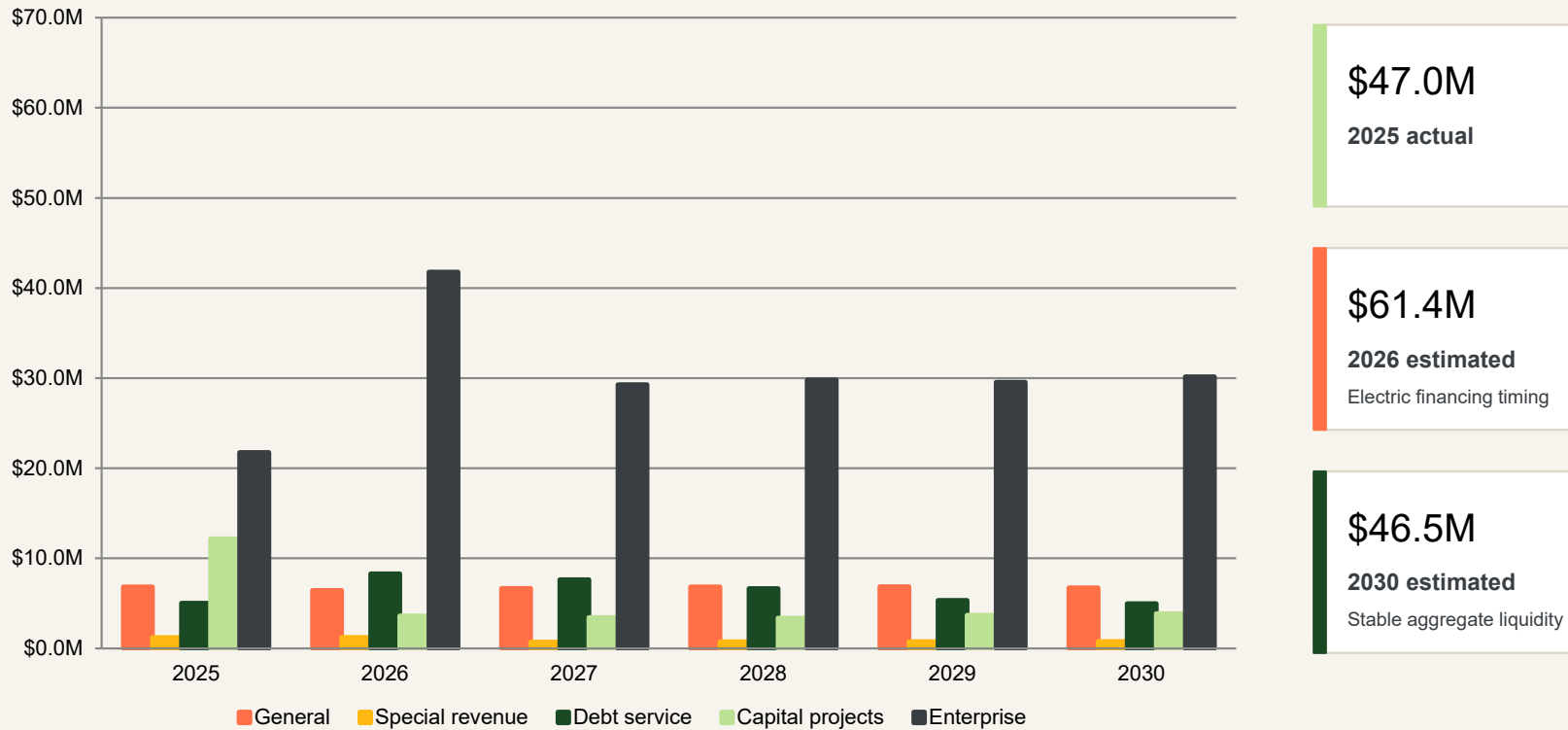


Policy objective: stable services + planned asset replacement + manageable taxpayer impact

The plan redirects capital purchases from the General Fund to the Equipment and General Projects funds and begins shifting LGA in 5% increments starting in 2028.

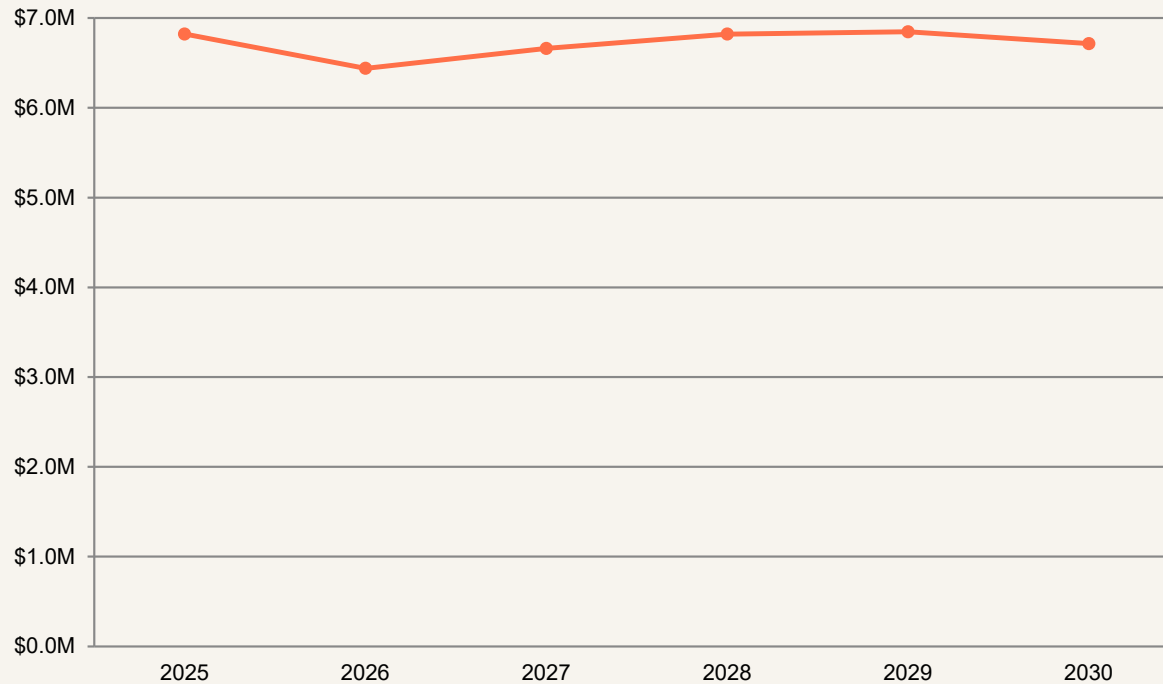
Citywide cash balances

The 2026 spike is driven by electric bond proceeds; aggregate cash then stabilizes near \$46 million.



General Fund reserves remain strong

The planned drawdown reflects a narrower operating purpose, not an unplanned operating deficit.



\$0.11M

Cash decline

1.6% from 2025 to 2030

78.3%

Reserve ratio

2030, of following-year expenditures

- Capital purchases shift to dedicated funds.
- LGA is gradually redirected to capital beginning in 2028.
- General Fund levy supports personnel and ongoing operating inflation.

Cash balances by fund type

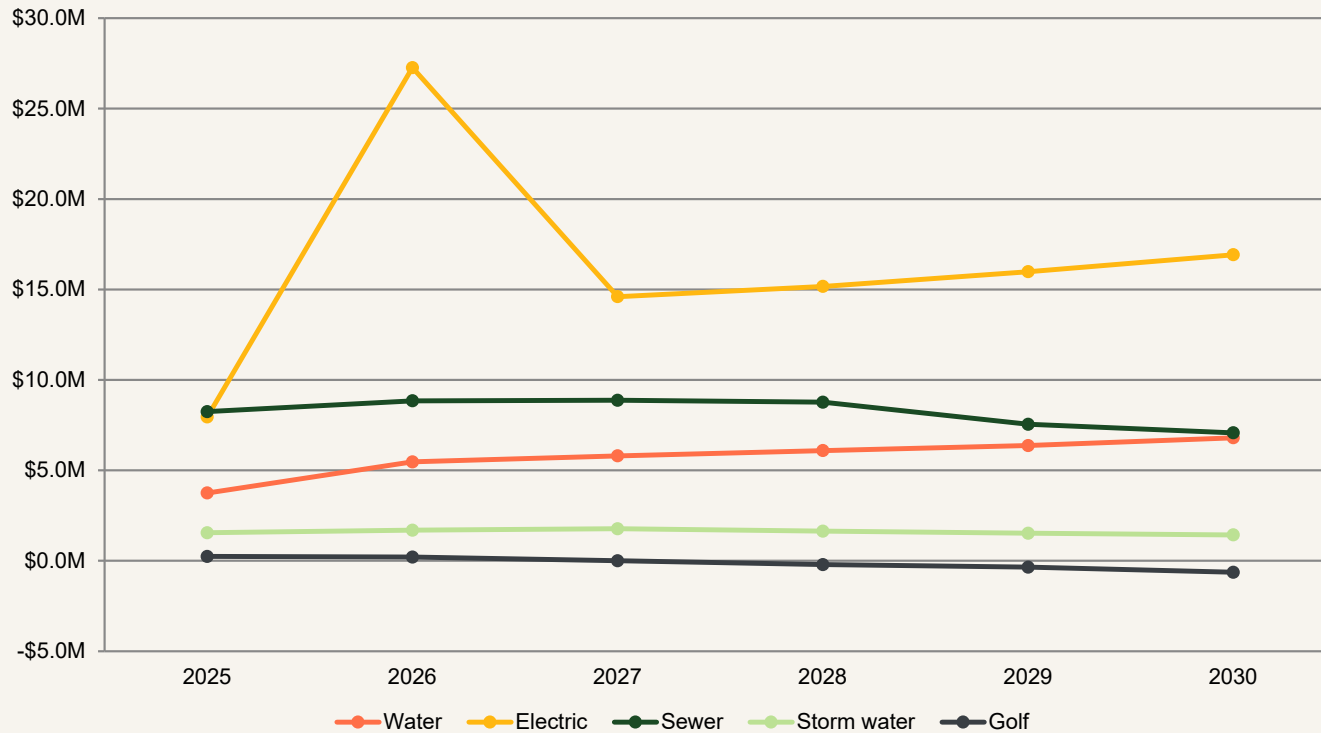
Most funds remain positive; specific timing and funding issues require monitoring.

Special revenue	\$1.21M -> \$0.79M	2027 decline reflects use of the 2017 Small Cities Project resources.
Debt service	\$5.03M -> \$4.97M	Positive in every year; excess balances are redeployed as debt retires.
Capital projects	\$12.16M -> \$3.87M	2026 decline reflects completion of the police facility and other project closeouts.
Enterprise	\$21.74M -> \$30.15M	Overall positive and strengthening, with individual-fund differences.

Watch item: liquidity pressure is concentrated at the individual-fund level, especially Golf.

Enterprise fund outlook

Utility cash supports operations and reinvestment, while the Golf Fund requires a funding decision.



GOLF FUND

Projected cash deficit begins in 2027 and grows to:

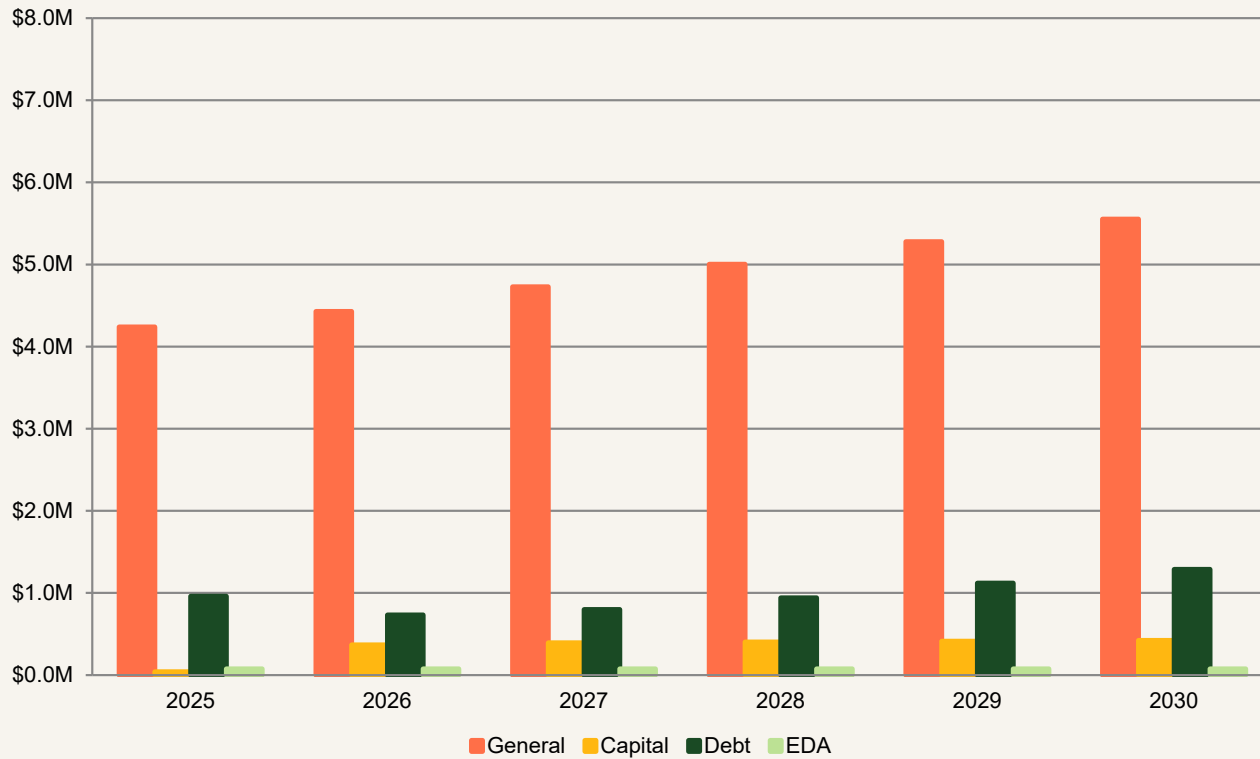
(\$636K)

by 2030

Council discussion: capital timing, rates/fees, transfers or project deferral.

Property tax levy trend

Total City and EDA levy grows from \$5.31 million in 2025 to \$7.34 million in 2030.



\$2.02M

Total increase

2025 to 2030

76% General

2030 mix

18% debt • 6% capital • 1% EDA

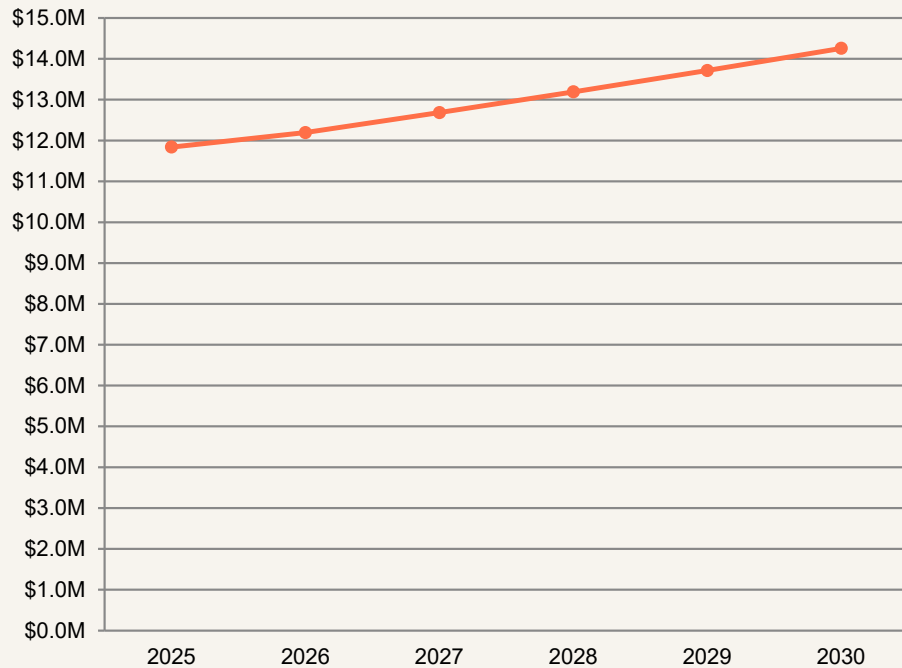
5.5%-7.2%

Annual growth

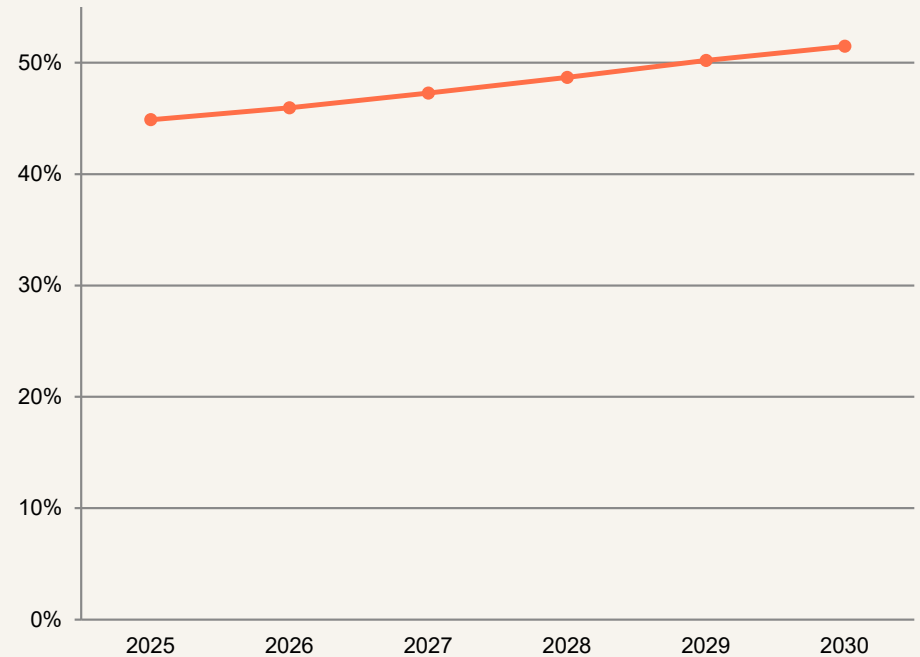
Across 2026–2030

Tax capacity and tax-rate trend

Tax-base growth helps moderate levy growth, though the total rate rises gradually through 2030.



Adjusted net tax capacity (\$ millions)

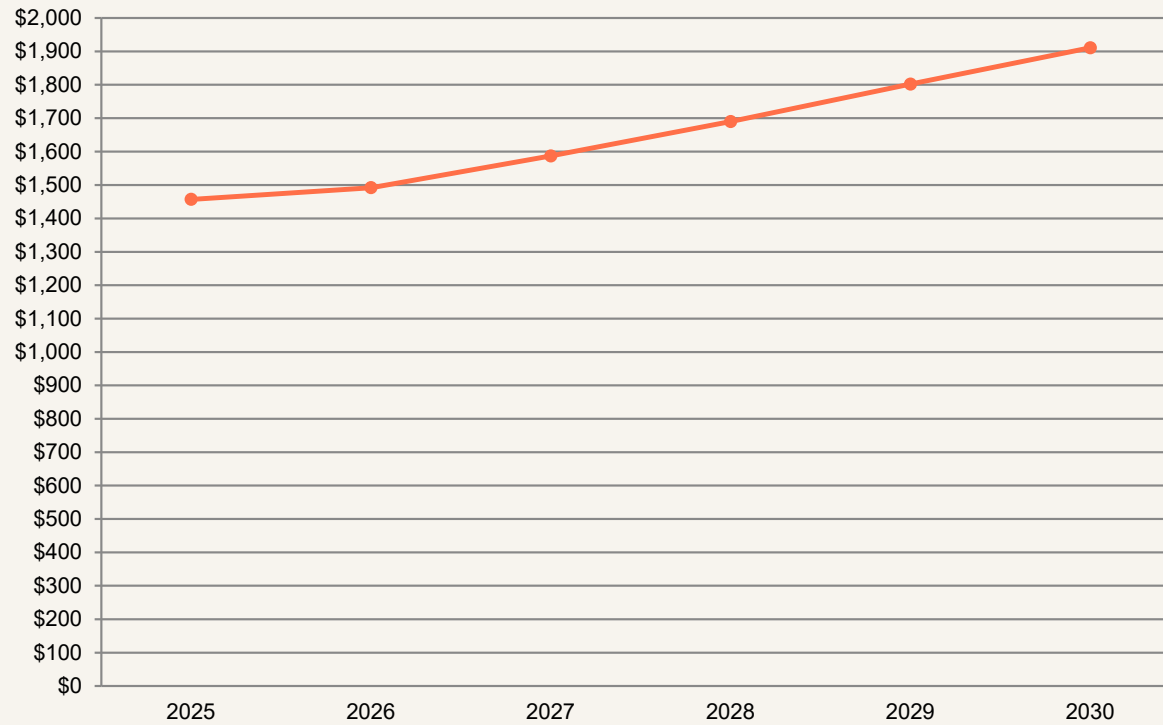


Total City + EDA tax rate

Model assumptions: 3% market value growth and 36 new homes annually beginning in 2027.

Illustrative homeowner impact

The plan projects gradual annual increases in the City portion of taxes on the modeled median-value home.



\$383,236

Median home value

2030 modeled value

\$1,911

City tax amount

2030 projected; based on \$340,500 median home value in 2026, increasing 1.5% annually

2%-7%

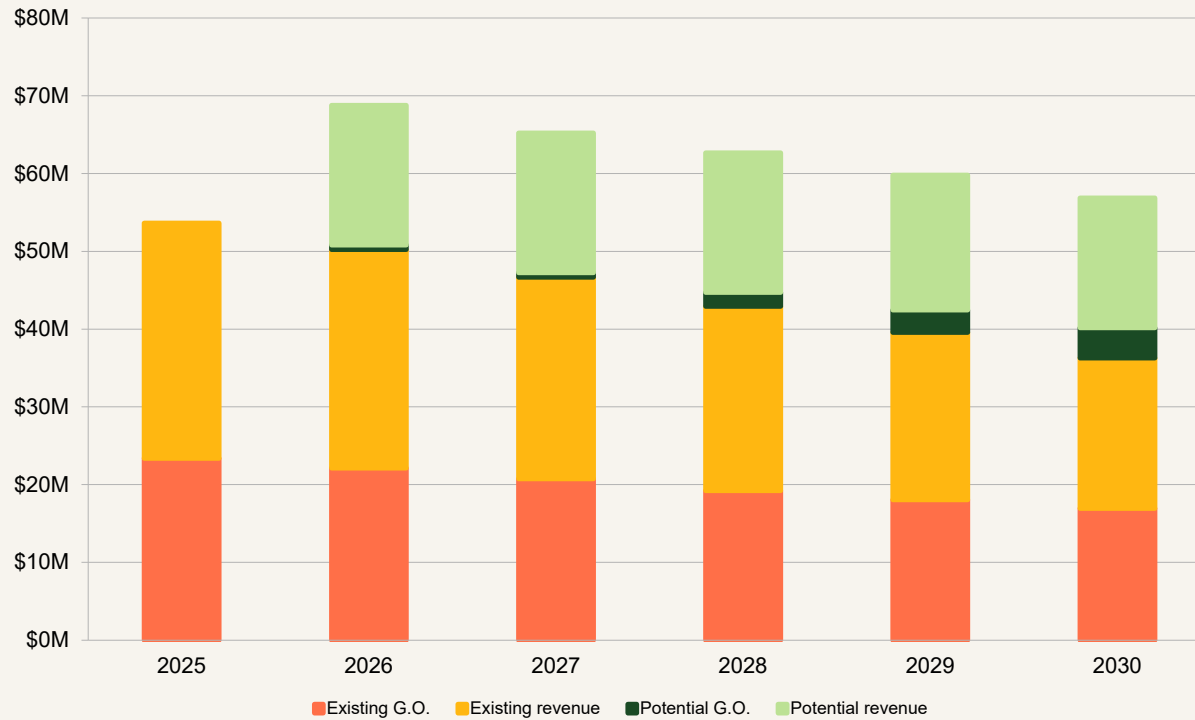
Annual change

Projected by year

Illustrative only: actual property-tax impacts vary by parcel classification, valuation changes and other taxing jurisdictions.

Debt peaks in 2026, then declines

New electric infrastructure financing causes the peak; scheduled principal payments reduce balances thereafter.



\$68.8M

2026 peak

\$97.24M

Debt issued/assumed

Including potential new debt

\$56.9M

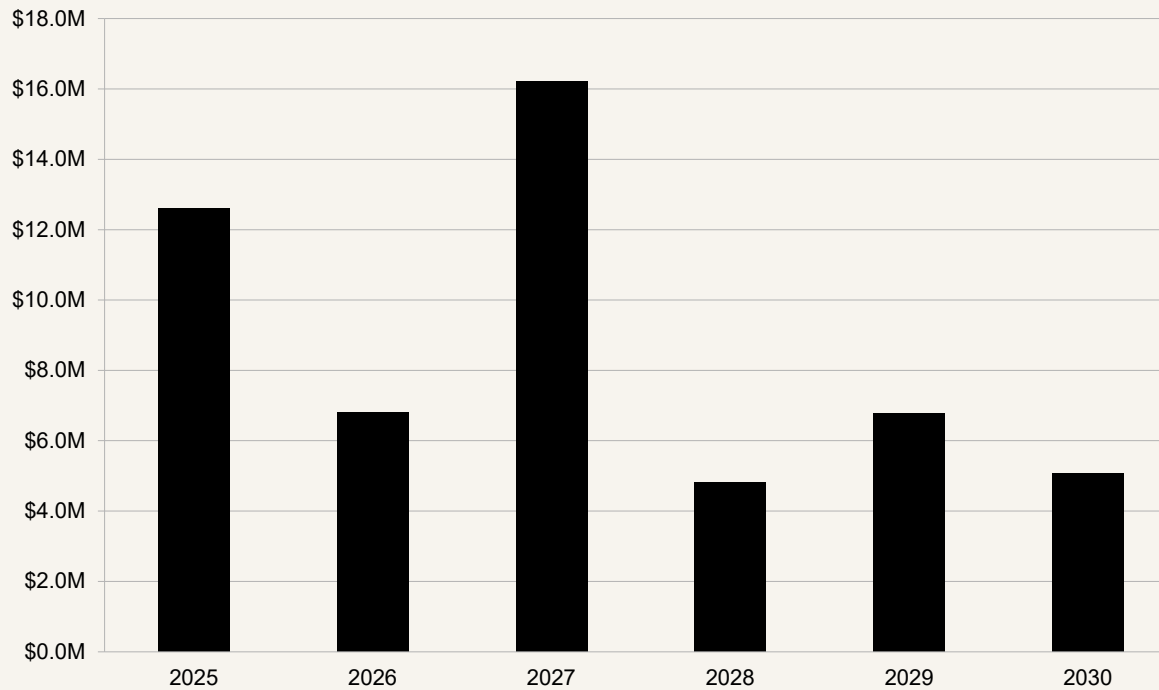
2030 balance

Down \$11.9M from 2026

Capital investment is intentionally uneven

Major projects create peaks; recurring equipment, street and utility needs continue across the plan.

Capital expenditures



Amounts above are rounded from the plan's capital-expenditure chart.

2027 peak

Electric generation facility drives the largest spending year.

2028–2030 streets

\$1.2M annual street reconstruction projects are modeled.

Capital funding

Levy, transfers, bonds, assessments and enterprise resources.

Key risks and monitoring points

The plan is sustainable under its assumptions, but several variables could materially change the outlook.



Golf Fund deficit

Develop a corrective funding or capital-timing plan before the projected 2027 deficit.



Personnel growth

A 6% annual assumption is the largest recurring cost pressure in the model.



Levy affordability

Monitor levy growth, tax-capacity growth and the modeled homeowner impact together.



Capital execution

Revisit project timing, cost escalation and bond sizing annually.



Debt & residual cash

Confirm legal eligibility and policy priorities before transferring excess debt-service resources.



LGA allocation

Track the operating effect of redirecting a growing share of LGA to capital funds.

Council takeaways and next steps

The plan provides a sustainable financial roadmap, identifies key decisions necessary to maintain long-term stability, and brings increased visibility to financial challenges within the Golf fund.

- 1 Maintain the planned separation of operating and capital funding.**
- 2 Use annual budget and CIP updates to refresh assumptions and project timing.**
- 3 Address the Golf fund before cash turns negative in 2027.**
- 4 Continue coordinating levy, debt and transfers to reduce year-to-year volatility.**

Overall: strong liquidity and manageable debt, paired with deliberate levy growth and disciplined capital planning.



118 Central Avenue North, New Prague, MN 56071
phone: 952-758-4401 fax: 952-758-1149

MEMORANDUM

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: JOSHUA TETZLAFF, CITY ADMINISTRATOR
SUBJECT: MANAGED IT SERVICES PROVIDER
DATE: SEPTEMBER 14, 2026

Since 2020, the City’s Managed IT Services Provider has been Computer Technology Solutions (CTS) from North Mankato. CTS was chosen to be the City’s Managed IT Services Provider following a process of soliciting proposals with the assistance of an IT consultant named TrueNorth. While CTS has served the City well the past six years, staff and the City Council wanted to ensure that the City continues to receive value, service alignment, and competitive pricing from its provider.

In March 2026, the City hired Quintillion as a consultant to assist the City in completing a technology assessment and writing/issuing an RFP to interested firms. The RFP was issued on June 5th and proposals were due on July 10th. A total of 19 firms submitted proposals, which was an outstanding number of proposals to see. Quintillion evaluated the proposals based on thirteen (13) criteria including pricing, knowledge across the IT spectrum, responsiveness, etc.

Quintillion and City staff worked to select five firms for interviews from the nineteen (19) submitted proposals. Those firms were:

- CTS (current provider)
- Tech Support Minnesota
- Pantheon
- 3RT
- CIT

Interviews occurred between July 27th and August 10th. Quintillion and City staff met on August 12th to discuss the interviews and determined that additional information was necessary to complete the evaluation of the five finalists. To fully evaluate costs on an “apples-to-apples” comparison for each of the finalists, staff provided detailed information to each finalist to be submitted by August 28th. Quintillion evaluated the responses from the finalists and met with staff once again on September 1st and two firms were selected as finalists to complete reference checks. Two reference checks were completed for both 3RT and CIT. Additionally, each firm was asked about a contract length they would be willing to enter into and what the contract renewal increase might be.

Based on favorable reference checks, pricing, and overall evaluation, Quintillion and City staff recommend entering into contract negotiations with 3RT to act as the City’s new Managed IT Services Provider.

The next step in the process would be to direct staff to begin working on an contract with 3RT. Once an agreement is reached, that contract would be brought back to the City Council for approval. Then, following the terms of the existing agreement with CTS, the City would give 60 days' notice to CTS.

Recommendation

Staff recommends selecting 3RT as the City's new Managed IT Services Provider and direct staff to begin negotiations on a contract with 3RT to serve in that role for the City.

Exhibit A

List of Vendors Who Submitted Proposals

Vendors

1. 3RT Networks
2. 4EOS
3. Atomic Data
4. CIT
5. ConsultADD
6. Corsica Technologies
7. CTS (Computer Technology Solutions)
8. DirSec / Anjolen
9. FunttoNetwork
10. Global Solutions Group (GSG)
11. ISSQUARED
12. Leonard
13. M2 Technology
14. Netrio
15. NetVPro
16. Pantheon Computer Systems
17. SoftSages
18. SOL-I.S.
19. Tech Support Minnesota



Evaluation Criteria

Quintillion utilized the following categories to perform comparative technical / financial analysis, assessing all 19 RFP submissions:

1. Network Infrastructure & Operations
2. Applications & End User Support
3. Asset Lifecycle Management
4. Backup & Disaster Recovery
5. Change Management
6. Client Coordination & Communication
7. Cybersecurity
8. Documentation & Knowledge Management
9. Monitoring & Management Tools
10. Service Delivery & Support
11. Vendor Management
12. Governance, Reporting & Strategic Alignment
13. Pricing





MSP Information Technology RFP

City Council Meeting

September 21, 2026



QUINTILLION CONSULTING

Agenda

- Introductions
- Recap
- Vendors
- Monthly Cost Comparison
- Final Pricing Comparison
- Recommendation
- Q + A



QUINTILLION CONSULTING

Assessment Team



Ryan Falcone

Partner / Principal Consultant

Ryan Falcone has more than 20 years of experience in various domains of IT risk management, including cybersecurity, audit, governance / compliance, IT disaster recovery, and supply chain risk management.

He has extensive experience implementing cyber security, business continuity, disaster recovery, crisis management, and enterprise risk management programs for both global Fortune 500 companies and mid-tier organizations.

Ryan attended Cornell University and earned an MBA from Le Moyne College, two MS degrees from the Rochester Institute of Technology and Case Western, and a Ph.D. [ABD] from Case Western. He has a CBCP certification from the DRIL, is a CMMC registered practitioner, and recently earned a professional certificate in cybersecurity risk management from Harvard University.



Ryan Kelley

Partner / Principal Consultant

Ryan Kelley has more than 20 years of experience in risk management, cybersecurity, audit, governance / compliance, IT disaster recovery, and GRC. He has a blend of business and IT expertise and comprehensive business analysis acumen.

He has developed and implemented program maturity and risk assessments across multiple industry best practices (NIST CSF, ISO, SWIFT, and CIS) and has a proven track record of assessing, resolving, and managing complex organizational problems.

He is a CMMC registered practitioner, Master Business Continuity Professional, and holds a professional certificate in cybersecurity risk management from Harvard University.



QUINTILLION CONSULTING

Recap

- **Requirements Development** – Quintillion engaged City department leaders to identify strengths of current IT MSP service delivery model, gaps in operational practice, and future requirements.
- **RFP Development** – Developed comprehensive RFP [published June 5th] to evaluate technical capabilities, service delivery, and pricing.
- **Competitive Solicitation** – Received 19 vendor proposals by the July 10 submission deadline.
- **Proposal Evaluation** – Performed structured technical, service, and pricing analysis across all 19 submissions.
- **Finalist Interviews** – Department leaders selected 5 vendors for detailed interviews.
- **Final Scope & Pricing** – Provided detailed City environment and service requirements to the finalists to provide normalized, final pricing.
- **Finalist Selection** – City leadership evaluated the combined proposal, interview, and pricing results and narrowed the field to 2 finalists.
- **Reference Validation** – Conducted reference checks with municipal clients to validate service quality, responsiveness, cybersecurity capabilities, law enforcement / CJIS support experience, pricing transparency, and overall client experience.

19 Proposals → 5 Interview Candidates → 2 Finalists → Final Recommendation



QUINTILLION CONSULTING

Vendors

1. **3RT Networks**
2. 4EOS
3. Atomic Data
4. **CIT**
5. ConsultADD
6. Corsica Technologies
7. **CTS (Computer Technology Solutions)**
8. DirSec / Anjolen
9. FuntoNetwork
10. Global Solutions Group (GSG)
11. ISSQUARED
12. Leonard
13. M2 Technology
14. Netrio
15. NetVPro
16. **Pantheon Computer Systems**
17. SoftSages
18. SOL-I.S.
19. **Tech Support Minnesota**



Monthly Cost Comparison



\$7,437.87 / Month



COMPUTER
TECHNOLOGY
SOLUTIONS

\$19,066.20 / Month



\$23,240.35 / Month



TECH SUPPORT
MINNESOTA

\$12,814.37 / Month



\$20,196.06 / Month

Final Pricing Comparison



Final Monthly Price

\$7,437.87 / month

Term of first Contract

36 months

Second Contract Renewal

**10% increase over existing
pricing**



Final Monthly Price

\$20,196.06 / month

Term of First Contract

36 months

Second Contract Renewal

**20-30% increase over listed
pricing**

Recommendation



- Extensive experience supporting municipality environments and law enforcement
- Proven capabilities supporting infrastructure / fiber / OT / SCADA
- Willing to commit to long term contract [3 years] at current pricing
- Provided guarantee that second contract would not exceed 10% increase from current proposed pricing
- Proposed pricing would **save the City approximately \$12,000 per month** [vs. existing provider, CTS]



ECONOMIC DEVELOPMENT AUTHORITY MEETING MINUTES

City of New Prague

Wednesday, August 12, 2026 at 7:30 AM

City Hall Council Chambers - 118 Central Ave N

1. CALL TO ORDER

The meeting was called to order by EDA President Brent Quast at 7:30 a.m. with the following members present: Brent Quast, Nick Slavik, Austin Reville, Troy Pint and Charles Nickolay. Absent was Eric Krogman and Bruce Wolf.

Staff Present: City Administrator Joshua Tetzlaff and Community Development Director Ken Ondich

Others Present: Jo Foust (Scott County CDA) and Aaron Johnson from SMIF, Director of Philanthropy

2. CONSENT AGENDA

Motion to approve the consent agenda was made by Reville, seconded by Slavik.

Motion carried (5-0)

- a. July 8, 2026 Meeting Minutes
- b. Claims for Payment: **\$665.41**

3. PRESENTATION BY SOUTHERN MINNESOTA INITIATIVE FOUNDATION (SMIF)

Aaron Johnson, Director of Philanthropy, provided a brief overview of SMIF and the services they provide, including grants that have been given in and around the New Prague area recently including for the Southside Park Disc Golf Course and landscaping at the POPS facility.

4. BUSINESS RETENTION AND EXPANSION (BR&E) PROGRAM

Jo Foust stated that BRE visits occurred this past month at Hy-Vee, Hertaus Floors and Bruzek Funeral Home.

5. BUSINESS UPDATES

Ondich presented the monthly business update including an update on the proposed Harvest Fields housing development. Tetzlaff also noted that the Post Office is now actively working on the former Pizza Ranch building for the new post office location.

- a. August 2026

6. CDA UPDATE

Jo Foust stated that the CDA is working on its Strategic Plan and has a community survey. She also indicated that today they are holding a Tax Tips Webinar and that the Fast Track Challenge submittals are being reviewed for the 10th year of the program.

7. SCHOOL DISTRICT UPDATE

No update.

8. EXECUTIVE DIRECTORS REPORT

Tetzlaff noted that CVF Racing’s TIF application with the City is still being reviewed and that they also submitted an application to the City of Belle Plaine. He stated that it appears City will be able to utilize former Small cities Program funds for the City Center Pond, but that other site improvements were not authorized (including sidewalks, lighting, etc.). He stated that the additional funds may be available for a loan program that could be set up. He also noted that the purchaser of the last two lots has 1 year from the date of closing to start construction. He also noted that the City has had one meeting with the architect for the new city hall building with another scheduled for August 17th.

9. MISCELLANEOUS

None.

10. ADJOURNMENT

Motion to adjourn the meeting at 7:58 a.m. was made by Slavik, seconded by Pint.
Motion carried (5-0)

Respectfully Submitted,



Joshua M. Tetzlaff
City Administrator / EDA Executive Director



PARK BOARD MINUTES

City of New Prague

Tuesday, August 18th, 2026

City Hall Council Chambers - 118 Central Ave N

1. CALL MEETING TO ORDER

The meeting was called to order at 6:00pm by Chair Joe Barten.
Members present: Robert Yost, Brian Paulson, Joe Barton, Billy Walsh, Shannon Sticha, and Youth Representative Alaina Bishop.
Members absent: Maggie Bass and Matt Becka.
Staff present: Community Development Director Ken Ondich and Planner Evan Gariepy.

2. PUBLIC FORUM

No residents spoke.

3. APPROVAL OF REGULAR AGENDA

a. August 18th, 2026 Regular Meeting

A motion was made by Paulson, seconded by Yost, to approve the August 18th, 2026 regular meeting agenda.
Motion carried (5-0)

4. APPROVAL OF PREVIOUS MEETING MINUTES

a. July 14th, 2026 Regular Meeting

Barten clarified that the minutes incorrectly showed him as referencing the ninja warrior course rather than splash pad. Yost noted that he asked about the plants at Settler’s Park at the end of the meeting. Gariepy stated that the minutes will be amended with both fixes.

A motion was made by Barten, seconded by Walsh, to approve the July 14th, 2026 regular meeting minutes with the two listed amendments.
Motion carried (5-0)

5. REVIEW FINANCIAL REPORTS

Ondich presented the monthly financial reports as information.

A motion was made by Paulson, seconded by Sticha, to accept the financial reports.
Motion carried (5-0)

6. PARK NAMING PROCESS – CITY COUNCIL RECOMMENDATION

Barten inquired if anyone received unofficial comments regarding proposed names, and no Board member stated they had.

Barten asked if Staff has discussed potential names, and Ondich stated that the general Staff consensus was that they liked names that included Mill Pond. Ondich stated he got an unofficial comment suggesting to combine two names into Mill Pond Commons Park.

Barten discussed Mill Pond Park versus Mill Pond Commons. Walsh stated he likes Mill Pond Commons, as it won't just be a park. Paulson stated he agrees. Barten noted that this would work well if housing is added to the north portion of the site.

Barten asked if the site will be part of the park system, and Ondich stated it will be no matter what the name is.

Sticha noted that this site is next to Millpond Apartments, and asked if that may cause confusion due to the proximity. Yost stated he likes Stromovka Park, and Paulson noted that it translates to tree park which does not seem currently fitting.

Barten noted that Den Gardner's comment stated that the POPS structure will not say 'Praha' on it. Steve Frost, resident at 104 Lexington Ave. S. and POPS committee member, confirmed that it will be blank.

A motion was made by Paulson, seconded by Walsh, to recommend to City Council that the site currently referred to as the city center site is named as 'Mill Pond Commons.'

Motion carried (5-0)

7. LARGE ASSEMBLY PERMIT – BRING THE LIGHT ELECTRIC EASTER EGG HUNT

Barten asked if the large assembly permit for the Easter Egg Hunt is different from the ones received in the past years. Gariepy stated that the only difference is that Public Works stated they cannot provide a restroom.

Barten asked if Staff could look again into providing a restroom. Walsh asked if the City removes the portable restrooms at parks during the winter, Ondich confirmed this. Yost asked when the portable restrooms are put out in the spring, and Ondich stated he was not sure but will ask. Walsh asked what the cost for putting it out early is, Yost asked who the City contracts for restrooms, and Ondich stated he is not sure. Barten noted that providing a restroom shows support for the event and for the hosts of the event. Sticha said she supports the event.

Walsh asked if a member of the Park Board could work directly with the applicant to provide a restroom, or if that would be a conflict of interest. Ondich stated that would be fine, as long as the Board member isn't getting a financial benefit from doing so. Barten noted that the Chamber of Commerce may be able to provide a restroom.

A motion was made by Walsh, seconded by Barten, to recommend approval of the Easter Egg Hunt Large Assembly Permit for March 27th, 2027, as well as to request that City Staff evaluates if the City is able to put out a portable restroom for the event.

Motion carried (5-0)

8. MISCELLANEOUS

a. 2027 Budget Discussion Update

Ondich presented the current iteration of the 2027 budget request. He stated that the City Council does not have another budget meeting until late August.

Ondich stated that he is waiting on an amended quote for the Foundry Hill baseball park lights, as the price may increase if the project is done over two years. He noted that this project comes from the Park Equipment Fund rather than the annual budget, so a new quote would not impact the budget request to City Council.

Barten inquired about the Rick Tietz Softball Fund. Ondich stated he has been unable to get in touch with Ruth Novak, Rick Tietz’ widow, but he has sent mail and is waiting for a potential response. Barten stated that he can reach out to someone who may have a connection to the Novak family, and Ondich stated that he should.

Barten stated that any discussion with Ruth Novak regarding what can be done with the donated funds should be codified, and Ondich confirmed it would be documented directly in the financial software.

Barten noted that these funds don’t necessarily have to go to the Memorial Park sprinkler system project, and that using it for other larger scale athletic improvements could be discussed.

Paulson asked if anyone with the New Prague Youth Baseball Association has reached out to the City regarding the lights at Foundry Hill Park or the Memorial Park Baseball Tournament, and Ondich stated that they had not. Paulson stated he knows a potentially interested donor to help fund the lights at Foundry Hill, and that they stated the quote for the Memorial Park sprinklers was very high. Barten asked if Paulson could put this person in contact with Ondich, and Paulson stated that he encouraged them to reach out to the City and that he will encourage them again after the baseball tournament. Paulson stated that they also have interest in putting a net between the two ball fields at Memorial Park due to balls flying between them.

b. Harvest Fields Development Update

Ondich presented the Harvest Fields development update. He stated that the potential developer is continuing to work on other iterations of the site and of the trail layout, and that they would be brought to the Park Board and Planning Commission. Ondich stated that they have received some comments from people regarding concerns of phasing of the development and traffic, but there was generally good reception of the concept plan.

Barten confirmed what the October 7th deadline for the developer was, and Ondich stated it is the deadline for the October Planning Commission. He stated that any submission that meets that deadline would be presented at the October Park Board meeting as well. Barten asked if there is a concept showing a trail to the north of the site, and Ondich stated that they should see a conceptual plan of it in the vacant land north of the site, but likely not one of the trail following the north side of this site.

c. Vandalism at City Parks

Ondich presented the update regarding vandalism at City Parks. He stated that vandalism is primarily in restrooms, and the Parks Department is taking a closer look at parks in the evening. Paulson stated that he saw a post on Facebook that there was graffiti in the restroom at Settler’s Park, and Ondich confirmed that the City addressed it.

d. 2026 Budget Projects

Ondich presented the 2026 budget project updates. He stated that six of the eight concrete pours are done at the hockey rink, and that once it is complete, it will be striped for pickleball, after which point portable pickleball nets will be installed. He stated that there is consideration of putting the nets to one side of the arena so that there is area for inline skating.

Paulson asked if any extra concrete that is unused at the hockey rink could be used at the Dog Park under the water fountain, and Ondich noted it will be brought up to Public Works. Paulson asked if the concrete under playground benches was new, and Walsh and Yost stated it was not.

Garipey stated that the Memorial Park entrance sign has been ordered, with no further updates.

e. POPS Update

Ondich stated that the construction of the roof at the POPS facility is almost complete, and that flatwork construction is next. He stated that the facility may be turned over to the City before the Dozinky Festival, even though it would not be used immediately.

Ondich stated that they have 95% approval on using the City's allocated funds from DEED on the pond construction, but they received absolute denial for other improvements including sidewalk, lighting, and benches. He stated that the pond construction will likely be a spring project, following a federal procurement process for the bidding.

Ondich stated that the Master Planning Documents for this site will also evaluate sidewalks and additional improvements, but there are not currently the funds for these improvements. Ondich stated that the funds that they City cannot use from DEED for the improvements at this site may be used by the EDA for a revolving loan fund for businesses instead.

Barten asked when draft landscaping plans for the site may be obtained, and Ondich stated it would come after the pond construction plan is fully confirmed, which could be by October.

Paulson asked if landscaping at the site may conflict with usage of the POPS stage, and Ondich stated that all landscaping and construction work would need to be coordinated with usage of the site.

Yost asked what would be directly in front of the amphitheater, and Ondich stated there would be 40 feet of concrete, then two circular areas of landscaping. Mr. Frost confirmed this. Barten stated that the rest of the area would be turf. Yost asked if it would be seeded or sodded, and Ondich stated it would be seeded to fix any disrupted grade work.

Paulson noted that the site is very flat, and asked if the park plan update would address this, as well as the overall planning of the site. Barten stated that the master planning documents should cover detailed, phased project plans, with cost per phase outlined. Barten noted that the small area plan for the site is a good starting point, and noted he has similar concerns with the slope for the site. Barten noted that soil that is excavated from the pond construction could be used for grading.

Mr. Frost asked if a contractor would assist with RFPs for the master planning documents for the site. Ondich and Barten confirmed that one would.

f. Park Plan Update

Ondich stated that Staff has continued to work on the Park Plan when time permits, and stated it will be discussed more in the winter.

g. Miscellaneous Items Not on the Agenda

Yost noted that there are two large, dead trees next to the entrance of Memorial Park, and asked if these are public or private. Ondich stated that Staff will check.

8. ADJOURNMENT

The meeting was adjourned at 6:45pm by order of Chair Barten.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Evan C. Gariepy". The signature is fluid and cursive, with a long horizontal stroke at the end.

Evan C. Gariepy
Planner